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MOTORSPORT NEWS

■ NOVEMBER 3 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



The decorated designer tackles another puzzle: the MN readers' questions p22

Dutchman rewrites record books as Red Bull reels from £6.07 million cost-cap fine

VERSTAPPEN BREAKS SINGLE SEASON WIN RECORD IN MEXICAN GRAND PRIX TRIUMPH



World champion took his 14th win of 2022



Verstappen rescued a troubled week for Red Bull

By Matt James

Max Verstappen has eclipsed the record for the most Formula 1 wins in a season with a triumphant display at the Mexican Grand Prix on Sunday.

The Dutch driver took the lead from pole position and fended off a threat from Lewis Hamilton's Mercedes to record his landmark 14th 2022 victory. The two-time World champion was thrilled with the performance. The race winner said: "I was never really interested in stats. I just live in the moment. I just try to do the

best I can every weekend, win the races. That for me is the most important – that I go home and can say I maximised everything.

"But a lot of F1 depends on your package and I am just enjoying the moment. It is an amazing season and I am very happy with winning so many races."

The win comes at the end of a tumultuous week for Red Bull, which was fined £6.07 million in the wake of a cost-cap breach during the 2021 campaign. It has also been slapped with development restrictions.

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BRITISH GT BATTLE IN FOCUS

We look back on a tense
British sportscar season **p16**



REPORT

SOLBERG THE GREAT RULES IN WALES

Guesting driver dominates
the Cambrian Rally **p30**



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Group 4 spec. front RS struts
Escort RS stub axles
RS steering arms
Heavy duty steering arms, gusseted
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Watts linkage kit
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COMMENT

THE MARK OF A GREAT CHAMPION

Photo: Motorsport Images, Jakob Ebrey

Let's be honest, the Mexican Grand Prix last weekend wasn't really edge-of-the-seat stuff. Max Verstappen was in dominant form, and only a split strategy between the Dutchman and the chasing Mercedes of Lewis Hamilton inject a modicum of excitement in proceedings. However, even that dilemma was quickly vanquished by the Red Bull driver.

It means the two-time Wold title holder has eclipsed the record, which had been jointly held by Michael Schumacher and Sebastian Vettel, for the most wins in a single season. The German pair managed 13, but Max has now garnered 14. And there are two races remaining in 2022.

Comparing statistics season to season can be a dangerous thing, because there are now way more races than there have been in previous years. But there is no doubt that Red Bull is the dominant force.

However, all the talk in the build-up to the race was about the cost-cap breach, and the £6 million fine meted out by the FIA to the Milton Keynes-based outfit. Rival teams were outraged that the penalty was not strong enough, while Red Bull's Christian Horner was concerned that it would have an impact all the way through to the end of 2023 – and maybe even beyond.

But the point that has been largely missed is that the overspend was in 2021. That was the season where Max narrowly pipped Lewis Hamilton in a controversial season-ending Abu Dhabi Grand Prix. How much of the 'overspend' – whether you believe it was down to staffing issues or catering, as Red Bull bosses have alluded too – would have been helpful when fighting for a World title? If it is an overspend in non-operational areas, then surely the team would have had more funds to spend on the operational areas...

All the while Red Bull was fighting for the crown, it was also developing the RB18 – designed to cope with the radical rules shake-up for 2022. Yes, the very same car that has allowed Verstappen to take a record-breaking number of wins.

The sniping of rival team managers at Red Bull might seem like just sour grapes, but the dominance of the current frontrunning team just creates more jealousy and suspicion.

In MN this week, we are still on the look-out for your votes for National Racing Driver of the Year and National Rally Driver of the Year. Turn to pages 20-21 to find out who is on the shortlist and for details of how to vote. Here is a spoiler: one of those on the list is British GT champion Ian Loggie, and we review the sportscar season on pages 16-17.

The incumbent of our MN readers' questions this week is ace designer Tony Southgate, a man who has had an influence on winning cars at Indianapolis, the Monaco Grand Prix and the Indy 500. His insights are fascinating, and his answers are full and frank. Turn to page 22 to find out more.

Matt James

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Verstappen has made more history

MOTORSPORT NEWS

ISSUE MJ3358 NOVEMBER 3 2022

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World champion keeps up the winning habit

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The MN Awards 2022: Vote now!

Help us pick out the stars of the 2022 racing and rallying campaigns



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Readers' Q&A: Tony Southgate

The British design genius tackles the questions from the MN readers

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Thumbs up for Solberg: Cambrian BRC victory

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FORMULA 1 REPORT: MEXICO

Photos: Motorsport Images, Red Bull Content Pool



Lap 1 was crucial for Verstappen



Verstappen and Red Bull rewrote the record books once more in Mexico

VERSTAPPEN TAKES IT TO THE MAX IN MEXICO

Red Bull puts one over on Mercedes in a strategic masterclass. By James Roberts



Mercedes admitted a strategy blunder limited Hamilton

F1 RESULTS

Mexican Grand Prix Laps: 71 Distance: 189.739 miles
Track: Autodromo Hermanos Rodriguez

TEAM/CAR	TIME
1 Max Verstappen Red Bull	1h38m36.729s
2 Lewis Hamilton Mercedes	+15.186s
3 Sergio Perez Red Bull	+18.097s
4 George Russell Mercedes	+49.431s
5 Carlos Sainz Ferrari	+58.123s
6 Charles Leclerc Ferrari	+1m08.774s
7 Daniel Ricciardo McLaren-Mercedes	-1 lap
8 Esteban Ocon Alpine-Renault	-1 lap
9 Lando Norris McLaren-Mercedes	-1 lap
10 Valtteri Bottas Alfa Romeo-Ferrari	-1 lap

11 Pierre Gasly (AlphaTauri) -1 lap; 12 Alexander Albon (Williams-Mercedes) -1 lap; 13 Zhou Guanyu (Alfa Romeo-Ferrari) -1 lap; 14 Sebastian Vettel (Aston Martin-Mercedes) -1 lap; 15 Lance Stroll (Aston Martin-Mercedes) -1 lap; 16 Mick Schumacher (Haas-Ferrari) -1 lap; 17 Kevin Magnussen (Haas-Ferrari) -1 lap; 18 Nicholas Latifi (Williams-Mercedes) -2 laps; 19 Fernando Alonso (Alpine-Renault) -63 laps/power unit; 20 Yuki Tsunoda (AlphaTauri) -50 laps/accident damage. **Drivers' championship:** 1 Verstappen 416; 2 Perez 280; 3 Leclerc 275; 4 Russell 231; 5 Hamilton 216; 6 Sainz 212. **Constructors' championship:** 1 Red Bull 696; 2 Ferrari 487; 3 Mercedes 447; 4 Alpine 153; 5 McLaren 146; 6 Alfa Romeo 53.



Bottas was back in the points position for Alfa Romeo

It's a mark of Max Verstappen's dominance this season that the Mexico City Grand Prix was another of his record-breaking weekends. The track's highest-ever attendance – a mighty 395,902 over the three days – witnessed Verstappen's 14th victory of the year. That number of wins breaks the 2004 record of 13, set by Michael Schumacher back in those all-dominant Ferrari days. Yes, there are more rounds in the present era, but the Red Bull has clearly been in a class of its own in 2022. If you discount Verstappen and his race engineer Gianpiero Lambiase (who picked up the winning constructors' trophy on the lofty Mexico City GP podium) it was the other 395,900 packed into the Autodromo Hermanos Rodriguez last weekend who actually wanted Sergio Perez to take the victory.

There were suggestions Max might have even helped his team-mate achieve his dream. But in reality, Perez didn't have the pace to keep up, and in the final reckoning, the Mexican lost out to Hamilton's Mercedes too. Another third place for Perez was clearly a disappointment for the home hero, who said: "I gave it my best, but unfortunately a bad pitstop prevented us from passing Hamilton... I really wanted more today."

As the event's organisers were celebrating 60 years since the circuit hosted Mexico's first grand prix (a non-championship race in 1962) and were celebrating the greats of Mexican motorsport throughout the weekend, it wasn't the fairytale ending the locals wanted.

One of the reasons Red Bull didn't have it all its own way was down to the curiosities of the Mexican track. The 2.2km high capital city has very thin air and little oxygen. It meant the 'draggy' Mercedes wasn't as hampered as usual. Hamilton and team-mate George Russell topped free practice three on Saturday morning and looked like contenders for pole. In the event, Verstappen's best qualifying lap was excellent, but Russell was ruing an



Local hero Perez was unable to match his team-mate's pace on Sunday

opportunity missed as he lined up in second place. At the start, the long 811-metre drag down to Turn 1 was critical and Verstappen defended the inside. Russell collected a tow from the Red Bull and moved to the outside, but as he braked late and ran wide, that gave Hamilton an opportunity to pull alongside and pass his team-mate as they accelerated out of Turn 3. The Norfolk racer ran wide over the T3 kerbs, which enabled Perez to snatch third place and demote the Mercedes to fourth. And those crucial opening corners effectively decided the result of the race. Despite their order, the tyre strategy the top two teams ran were different. Red Bull started on the red-marked soft Pirellis. In contrast Mercedes opted for the yellow mediums. It meant they could run longer in the first stint and in the opening stages, Hamilton was never more than between 1.5 and 2.5 seconds behind Verstappen. Max pitted on lap 26. He switched to the medium and returned to the race comfortably ahead of fifth-placed Carlos Sainz (who was the quicker of the two Ferraris this weekend). When Hamilton pitted four laps later he decided to run the hards. Initially, his pace looked promising and Russell followed a similar strategy. The hope from the Mercedes engineers

was that the Red Bulls would struggle in the closing laps as their mediums lost performance. Despite both Mercedes drivers radioing to their engineers about the wisdom of the decision – they were told to be patient and wait for their rivals to falter. Ultimately that scenario didn't manifest itself and although Hamilton was able to stay ahead of Perez, he no answer for Verstappen who comfortably won by over 15s. In hindsight, Mercedes admitted it had made the wrong decision on tyres. Behind the leaders, a similar story was happening up and down the field with drivers running surprisingly long on differing compounds. One of those included Daniel Ricciardo who stopped late and switched to softs for his final stint. He was flying in the closing stages, but was rather ambitious trying to pass Yuki Tsunoda at Turn 5 on lap 51. As they made contact, the Japanese driver rose up over the McLaren's left-front and was forced to retire from the race. Despite being struck with a 10-second penalty, Ricciardo had the pace to hold on to seventh place at the flag. The only other notable incident in the race's 71-laps was a short-lived VSC for a dispirited Fernando Alonso, who suffered yet another Renault engine failure in his Alpine – and he dropped out of the points six laps from home.

RACING NEWS

RIVALS TEAMS REACT ANGRILY TO "LIMITED" RED BULL COST-CAP PENALTY BREACH

British-based squad gets £6.07 million fine and reduction in development potential as a result of overspending in 2021

By Matt James

Rival teams have slammed the FIA's punishment of the Red Bull cost-cap breach as being too lenient and think it does not hinder the team enough.

Bosses at Ferrari, McLaren and Mercedes have hit out at the punishment, which constitutes a £6.07 million fine and a 10% reduction in Red Bull's ability to use its windtunnel and other aerodynamic tools in 2023. Red Bull was said to have overspent by £1.86 million in the 2021 season, when it won the title with Max Verstappen after a dramatic final round in Abu Dhabi.

Ferrari racing director Laurent Mekies said: "We at Ferrari think that this amount [of overspend] is worth around a couple of tenths per lap, and so it's easy to understand that these figures can have a real impact on the outcome of the races and maybe even a championship.

"As for the penalty, we are not happy with it, for two important reasons. The first is that we at Ferrari do not understand how the 10% reduction of the ATA [aerodynamic research allowance] can correspond to the same amount of lap time that we mentioned earlier."

McLaren head Zak Brown said that his

squad also believed that the censure was too limited and wants to see more in the future. He said: "If the FIA is to be most effective and its punishments serve as a lesson to others when rules are broken in this way, the sanctions have to be much stronger in the future."

Mercedes lost the title in the final round to the Milton Keynes firm and its head, Toto Wolff, was less committal. He added: "Overall, it's good to see that there is a penalty, whether we deem it too low or too high. I think what you see is that beyond a sporting penalty and financial fine, it's also reputational damage."

Horner says penalty hurts more than points loss

Red Bull Racing chief Christian Horner says that the fine meted out to the squad is more detrimental than any loss of points from the 2021 season.

The Milton Keynes squad was slapped with a £6.07 million fine and a reduction in the amount of aerodynamic work it can undertake for the next 12 months. Red Bull overspent by £1.86 million and Horner says it has a harsh censure.

"We have been provided a significant financial and

sporting penalty – \$7 million is an enormous amount of money and the more draconian part is the sporting penalty, which is a 10% reduction in our ability to use our windtunnel and aerodynamic tools," said Horner.

"That is an enormous amount. That represents between 0.25 seconds and 0.5s of lap time. It comes in from now and will be in place for a 12-month period and will have an impact on development of our 2023 car."



Hamilton: 2021 still hurts

HAMILTON NEARS A NEW DEAL WITH MERCEDES

Seven-time World champion Lewis Hamilton is nearing a fresh deal with Mercedes to remain on the Formula 1 grid beyond the end of his current contract, which finishes at the end of 2023.

The Briton told media recently that he was keen to stay on with the Brackley-based operation, who he has driven for following a switch from McLaren in 2013. The 37-year-old said that he expected a new deal to be thrashed out soon.

"We are going to do another deal," he said. "We're going to sit down and we're going to discuss it in the next couple of months, I would say."

Hamilton has also opened up about his reaction to the Red Bull breach of the cost cap, which some suggest could have been a factor in him losing out in the 2021 title race.

Hamilton said: "Definitely when [I] heard going into Singapore about this cost [cap] thing that, for sure, brings up a little bit of emotion."

"Because you kind of buried it and moved on and then it comes back up, and then it's like another bit of a kick. And, yeah, that just bought it all kind of fresh again."



Red Bull lifted the teams' title in the US

TEAM PRINCIPAL: THE FUTURE IS CLEAR FOR RED BULL RACING

Team principal Christian Horner says that the Milton Keynes squad is on a firm footing following the death of Red Bull Racing boss Dietrich Mateschitz recently.

The Austrian billionaire passed away shortly before the recent United States Grand Prix in Texas, the same weekend when the squad won the constructors' championship with a victory for Max Verstappen.

Horner said that the future had been mapped out for Red Bull Racing and its sister team AlphaTauri, and Red Bull would still be going ahead with its bespoke powertrains division, which is in the pipeline.

Horner said: "The future is set. He's put in place a very strong foundation for the future. And with, in 2026, Red Bull becoming a power unit manufacturer, that was the

missing piece of our jigsaw, and [Mateschitz] had the vision to enable that to happen. And just as we've done with the chassis, we will take that same spirit, his spirit into the future engine company."

Horner said that the enthusiasm that the founder put into the powertrain idea meant that the prospects for the team would be secure.

Horner added: "He set that vision, and he was he was involved right up until last week. He had the vision for and endorsed the plan for Red Bull Powertrains, to set the team up for the future, for the long term."

"And the commitment that he's shown to that, and what he's enabled us to create in Milton Keynes, puts Red Bull Racing in a very strong position for many, many years to come."

AUDI LINKS UP WITH SAUBER FOR 2026 F1 CAMPAIGN

Audi has confirmed that it has bought a stake in the Sauber team and it will be an official factory entry from the German squad when it joins the grid for the 2026 Formula 1 season.

The Ingolstadt firm will build its own bespoke powerplants in accord with the new engine regulations, which come into effect during that season. The Swiss-based squad will end its relationship with Alfa Romeo at the end of 2023 but will continue with current powerplant supplier Ferrari through to 2025.

Oliver Hoffmann is the Audi board member responsible for its nascent F1 programme. He said: "We are delighted to have gained such an experienced and competent partner

for our ambitious Formula 1 project.

"We already know the Sauber Group with its state-of-the-art facility and experienced team from previous collaborations and are convinced that together we will form a strong team."

Finn Rausing, chairman of Sauber's board of directors, added: "Audi is the best strategic partner for the Sauber Group. It is clear that we share values and a vision, and we look forward to achieving our common goals in a strong and successful partnership."

Sister brand Porsche has also declared its intention to join the grand prix grid in 2026, although initial talks with Red Bull fell through. The FIA said recently that the car make was in talks with other F1 operations.



Audi will take over Sauber's squad



O'Sullivan completed 32 laps of the Silverstone track in the AMR21

O'SULLIVAN TESTS ASTON MARTIN

Aston Martin BRDC Autosport Young Driver of the Year Zak O'Sullivan had his prize drive in a Formula 1 car at Silverstone last week.

The 17-year-old, who was crowned at the Grosvenor House Hotel in December last year, sampled an AMR21 and completed 32 laps. The running began on a damp track and O'Sullivan's car was fitted with wet tyres before the 2021 GB3 title winner

was able to switch to slicks for the latter part of the day.

Aston Martin's team principal Mike Krack said: "He adapted in a very logical way. His feedback was good and made a lot of sense against what we saw on the data. Ultimately what we found was that Zak took information onboard well, made no mistakes and went about everything in a very positive and promising way."

RACING NEWS



Legends gets on BTCC bill



Photos: Graham Holbon, Peter Markwick, Jakob Ebrey

BTCC boss says Legends “provides incredibly entertaining racing”

LEGENDS GETS BTCC SUPPORT SLOTS

Popular championship to feature at three events on flagship tin-top package next season

By Graham Keilloh

The Legends Cars championship is set to go “onto another level” next year as it joins the British Touring Car Championship’s 2023 support line-up at Brands Hatch, Croft and Knockhill.

The Legends contest, which features

entertaining bump-drafting track action with grids of around 30, is for 5/8th scale racers based on pre-war Ford, Chevy and Dodge bodies. Its current season concludes at Brands this weekend.

Legends will appear on BTCC’s package with six rounds across the Brands Indy May 6-7 meeting and the back-to-back events at Croft on July

29-30 and Knockhill on August 12-13.

It joins Radical and Caterham as recruits to TOCA’s 2023 line-up (see separate story), following Ginetta’s departure to British GT’s package.

Legends championship owner Phil Cooper said: “Announcements don’t come any bigger than this in the world of Legends Cars racing, we are

absolutely elated with the developments for 2023 which will undoubtedly take our category onto another level. We’ve been working hard for some time on the plans which we’re now able to confirm.

“[This is] something I know our drivers and teams are going to make the most of. For a very long time people have said to us we ought to be racing with the BTCC

— next year I am delighted to say we will be.”

BTCC chief executive Alan Gow added: “Legends Cars provides incredibly entertaining racing with their short, sharp, action-packed format. So, I’m sure they will very quickly prove to be a huge hit with our spectators and TV audiences.”

RADICAL AND CATERHAM’S TOURING CAR SLOTS

Radical and Caterham championships will feature on the British Touring Car Championship package for the first time next year.

Two of the Radical Cup’s six rounds in 2023 will run at BTCC events, at Snetterton on May 20-21 and Oulton Park on June 17-18. Radical Cup’s other rounds will run on MSVR GT Cup headline weekends.

While the Caterham Seven championship will support the BTCC at its Silverstone National meeting on September 23-24, replacing TOCA-regular British Formula 4 that next year has a standalone round on Silverstone’s grand prix circuit (see p8).

Radical Motorsport global motorsport director Tom Drewer said: “We hope that in 2023, the calibre of our drivers combined with the high-profile promotion from TOCA will showcase the great opportunity of a career ladder that we can offer drivers.”

Caterham’s chief motorsport and technical officer Simon Lambert added: “[This] is an historic landmark moment for our brand.”



Radicals will support BTCC at two rounds next year

TEAM BRIT MAKES HISTORY

Team Brit has become the first ever all-disabled team to win a national racing series by winning this year’s Britcar Trophy championship with Chris Overend and James Whitley driving.

Overend, who uses a wheelchair due to development dysplasia of the hips, and Whitley, who was born with no fingers and also sustained major injuries as a child after a boating accident, sealed the title at the recent Donington Park season finale in the team’s BMW M240i.

It was the first year of racing for both drivers, and they finished clear both in Class 2 and the overall championship.

Whitley, who is also a GB Paralympian skier, said: “I’m in shock over how well this first season has gone – we have literally made history. A special thank you to the crew, who are just exceptional – their hard work and quick thinking made it all possible.”

Overend added: “I’m so proud of what



Whitley and Overend got crown

we’ve achieved as a team. We believed and we achieved.”

Team Brit, the world’s only competitive all-disabled racing team, had eight drivers this year competing across Britcar Trophy, British Endurance Championship plus the British GT championship that the team expanded into in 2022.

FERNANDEZ WINS 2023 GINETTA SCHOLARSHIP

Chase Fernandez is the latest winner of the annual Ginetta Junior Scholarship to secure a fully funded season in next year’s championship.

The 14-year-old karting graduate came out on top of 60 competing young drivers in last week’s three-day event at Ginetta’s Blyton Park, with the entrants completing driving, fitness and media assessments.

The driving panel was led by factory driver Charlie Robertson and included newly crowned British GT4 champion Sennan Fielding and Porsche Junior Adam Smalley, two former Scholarship winners.

The depth of talent was shown by 28 drivers proceeding



Fernandez takes first

to the final day of competition. They then were narrowed to a top 13 via a track session in treacherous wet conditions, before being

narrowed further to eight then a final four, wherein Fernandez prevailed.

Fernandez said: “I’m speechless. I never expected to be here as the winner, it’s an incredible feeling.

“The competition has been really high this year with some great drivers taking part, so to win against such a talented entry is just amazing.

“I’m going to be making my racing debut in the Winter Series [this] month, which will be a great taster for what’s to come.”

PRAGA PRIZES CLAIMED IN 2022 FINALE

Gordie Mutch and Jimmy Broadbent became inaugural Praga Cup champions at the contest’s Donington Park season finale while Mittell Cars claimed the grand prize of a Praga R1 race car.

Prolific racer and coach Mutch and famous sim racer and YouTuber Broadbent took both wins in Donington’s double header. For topping their respective Pro and Am drivers’ championships, both win a paid arrive-and-drive 24-hour race entry.

However, with Mutch and Broadbent being Praga factory car drivers, runner-up Mittell Cars gets the R1 prize. Its drivers Scott Mittell and Charles Hall also win paid entry to next year’s Praga Cup, while third-placed Ed and Chris Bridle win a Praga kart.

Praga Cars UK CEO Mark Harrison said: “Launching a one-make race series is no easy thing and we’re delighted with the success of the first Praga Cup UK. We believe Praga has made its mark and we can’t wait to be back in 2023.”



Mutch/Broadbent take spoils

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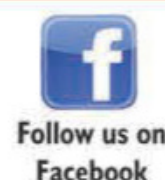
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RACING NEWS

BRITISH F4 TO RACE ON SILVERSTONE GP TRACK
Junior single-seater championship in 2023 to become first FIA F4 contest to race on layout

CALENDAR	
British F4 2023	
DATE	VENUE
April 22-23	Donington Park (National)
May 6-7	Brands Hatch (Indy)
May 20-21	Snetterton (300)
June 3-4	Thruxton
June 17-18	Oulton Park (Island)
June 23-25	Silverstone (Grand Prix)
July 29-30	Croft
August 12-13	Knockhill
August 26-27	Donington Park (Grand Prix)
October 7-8	Brands Hatch (Grand Prix)



British F4 to try full Silverstone

By Graham Keilloh

British Formula 4 will race on Silverstone’s full grand prix circuit next year to become the first-ever FIA-certified F4 series to hold a meeting on the layout.

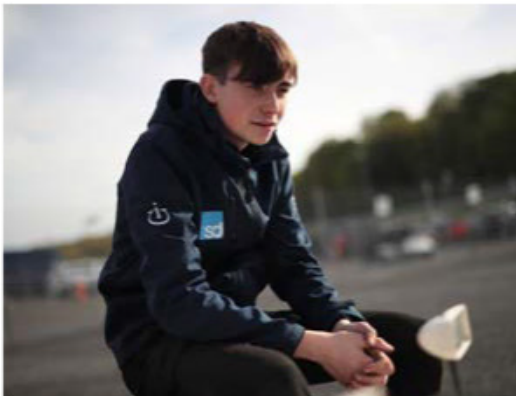
British F4 will continue to support the British Touring Car Championship at nine events in 2023 but, instead of racing at BTCC’s Silverstone national circuit

event, will support the British Endurance Championship on June 23-25 on Silverstone’s 3.6-mile grand prix track. The championship’s usual format – two practice sessions, qualifying and three 20-minute races – will be adhered to. With Donington Park’s and Brands Hatch’s full-length layouts also featuring, the Silverstone move means British F4 in 2023 will visit three current or former grand prix circuits.

Hugh Chambers, chief executive officer of organiser Motorsport UK, said: “It’s another excellent step forward for British F4. The calendar will serve as an excellent learning platform for young drivers. “We have always placed a great deal of importance on listening and engaging with the paddock, and we know all the teams will be excited.” Meanwhile the second driver

for 2023’s British F4 grid has been confirmed with James Higgins continuing with Fortec Motorsports. Higgins, making his single-seater debut, competed with the championship-winning team when it returned to British F4 for the final two rounds of this season. The 16-year-old impressed by twice outqualifying his more experienced team-mate Marcos Flack.

Photos: Jakob Ebrey, Steve Jones



Mills Jr will be back in FF1600
MILLS RETURNS FOR HAYES

GB4 race-winner Tom Mills is seeking victory on his return to Formula Ford this weekend with Kevin Mills Racing in the Silverstone showpiece Walter Hayes Trophy. Mills was a FF1600 frontrunner last season with his dad’s team, and ran at the sharp end in the end-of-year Festival and Hayes, though was hit by foul luck in both events. Mills then, still with KMR, for 2022 made his slicks-and-wings debut in the inaugural GB4 championship, finishing fourth in the standings with two wins. Mills told Motorsport News: “They’re [FF1600 cars] fun to drive, we had a car left, so I might as well do it. If I didn’t think I would be competitive then I wouldn’t bother. But I think we’ll be right at the sharp end after three days of testing around Silverstone. “I’ve got unfinished business after last year, after both the Festival and the Hayes going pretty against me luck wise. So let’s give it a go. Got taken out of the Festival, and had the pace to win it. In the Hayes it was thing after thing after thing.”

TEAM DOLAN BOUNCES BACK AFTER MID-SEASON FIRE WITH SIX-CAR FESTIVAL ATTACK

Multiple champion Formula Ford squad Team Dolan bounced back from its mid-year fire with a six-car entry at the Formula Ford Festival 10 days ago. Team Dolan lost six cars and

other equipment in the fire in June. Its Festival line up included two-time Festival winner Niall Murray and frontrunners Chris Middlehurst and Matt Cowley. Three Dolan cars finished in the top 10.

Boss Bernard Dolan told Motorsport News: “I’ve had a lot of support from a lot of people, I couldn’t have done this without people. “This car [Murray’s] was given to me for the use of for

free, that car [Jordan Kelly’s] was given me to use for free, Matthew [Cowley] already owned the [Van Diemen] 92, Matthew lost his [modern] car in the fire so we got this car back up and running for him.

“It was a big effort from everybody. Chris had to get a new car as well, so we had a lot of time to try and catch up, because we lost so much. The challenge now is to grow the team back.”



Middlehurst and Cowley battle

SILVERSTONE: BIRKETT RELAY BY IAN SOWMAN

OCTOBER 29

THE WRONGUNS GET IT RIGHT AT SILVERSTONE

Raw Motorsports boss Rob Wheldon’s squad of ‘Wronguns’ took Birkett Relay scratch race honours after a dramatic twist towards the end of the six hours. Only four Radical-based teams were in realistic condition for outright honours on an initially damp-but-eventually-dry track, with Roger Bromiley’s Doris NWH squad fastest for much of the race – Shane Stoney set fastest lap – but for a time down to one working car after gearbox and coil issues. Chris Preen took over from fellow Wrongun Ben Stone towards the end of the marathon and maintained the lead, but 2019 winner Wade Eastwood, for RJ Motorsport 1, hunted him down and took the lead at Luffield with 17 minutes left on the clock. A late stop-go penalty for Eastwood – who felt aggrieved to have been judged to have passed under yellow flags – changed everything, with his squad dropping to third while Preen was just 20 seconds clear of Doris finisher Mark Williams when the flag went out a lap early with a Mini stranded on track.

The leading tin-top squad was the Capture Motorsport team of TCR machinery – featuring 2014 World Superbike champion Sylvain Guintoli, who was fastest of the team’s five drivers in Andrew Shepherd’s VW Golf. The most sought-after prize at the Birkett, though, is the Handicap winner’s trophy, with Routec Racing’s BMW Compacts finally learning of their victory almost an hour after the flag fell, having not appeared atop the standings on any of the previous 11 half-hourly bulletins and having overhauled sister team the BMW Triers. Martin Roche’s Compacts line-up, also featuring Colin Whitehouse and Martin Gadsby, finished 24s clear of Lock Stops and Two Smoking Tyres, an MR2 Roadster squad comprising Adam Lockwood, Jim Mew and Danny Bryant, who had led at three-quarters’ distance. Early leaders Red Rascal suffered a loss of laps when one of their team disregarded black flags, while Triple A’s Racing led mid-race but had their handicap adjusted after using slick tyres.



Rob’s Wronguns (15) beat the depleted Doris NWH (14)



Routec surprised in handicap race

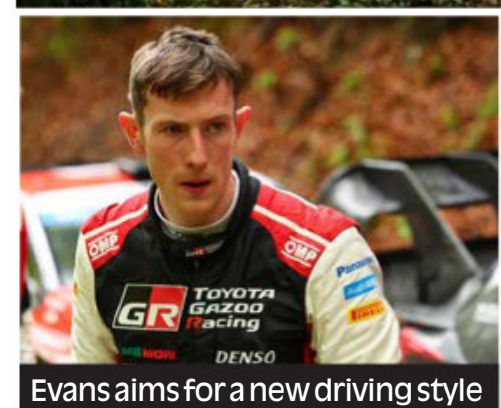
Some other fancied runners had dramas. RAF Team Flywheel, the 2021 handicap winners under the RAF Motorsports name, led at one point but gradually lost running cars, with only David Russell’s BMW 328i circulating at the end. Meanwhile The

Three Amigos 5.0 – winners in 2019 and 2020 – became two when Paul Hinson’s Compact snapped into the barriers at Copse, and with David Drinkwater’s version overheating, Adam Read was left to do much of the driving.

RESULTS	
Scratch: 1 Raw Motorsports – Rob’s Wronguns (Chris Preen (Radical SR3 XX), John Macleod, Ben Stone (Radical SR3 RSX)) 143 laps in 5h56m20.53s (88.37mph); 2 Doris NWH (Roger Bromiley/ Mark Williams/Shane Stoney/ Ryan Harper-Ellam (Radical SR3)) +20.45s; 3 RJ Motorsport 1 (Alastair Smart (Radical PR6), Charles Graham, Wade Eastwood (Radical SR3 RSX)); 4 RJ Motorsport 2 (Ash Hicklin (Radical SR3 RS), Leon Morrell, Matt Jones (Radical SR3 RSX), Charles Hall (Radical SR3)); 5 Capture Motorsport (William Beech, Mark Grice, Colin Gillespie (Cupra TCR), Andrew Shepherd, Sylvain Guintoli (VW Golf TCR)); 6 Prep’n’lay/ Gee Sport (Russell Dack, Paul Wood, James Card, Jason West (BMW E46 M3)). Fastest lap Stoney 2m06.31s (104.60mph).	Mew, Danny Bryant (Toyota MR2 Mk3)) +23.87s; 3 CAP Dads and Their Lads (Daniel Crego (Porsche 968CS), Tom McHugh (Porsche 944S2), Jamie McHugh (Porsche 944 Turbo), Jon Walker, Christian Walker (Porsche Boxster S)); 4 Routec Racing’s BMW Triers (James Dalzell, Rob Lyons, Andy Wynne (BMW 330Ci), Sergei Mineev (BMW Compact)); 5 Mazda Misfits (Simon Walker-Hansell, Stephen Reece, Alex Wilkinson-Hughes, William Pickard, Nico Favot, James McCann (Mazda MX-5 Mk1)); 6 RAF Team Per Ardua (Rob Stark (Peugeot 306 S16), Olly Waind (Renault Clio 182), Lloyd Huggins (Mazda MX-5 Mk1), David Watson (Peugeot 206GT)). Class winners: Routec Racing’s BMW Compacts; CAP Dads and Their Lads; Simon Green Motorsport (Kevin Clarke, Jas Sapra, Bryan Bransom (BMW E46 M3), Aldo Riti, John Stack (Mazda MX-5), Mike Rudge (Ford Fiesta)); St Winfred’s School Choir (Chris Fantana (Mazda MX-5 Mk1), Jon Glover (Ford Puma), Nick Glover (Mazda MX-5 Mk2), Alex Hughes (Vauxhall Astra), Jez Banks (BMW 116i)).

RALLY NEWS

Photos: mcklein-imagedatabase.com, Red Bull Content Pool



Evans aims for a new driving style

Toyota man will look to pounce

SPANISH STRUGGLES COULD BE JUST THE TICKET FOR JAPAN-BOUND EVANS

Brit hoping to profit from time spent experimenting with set-up and driving style in Salou

By Graham Lister

Another off-form outing in the World Rally Championship in Spain last month could be just the catalyst Elfyn Evans needs to avoid going winless in 2022.

The Welshman, who was runner-up in the title chase in 2020 and 2021, can finish no higher than fourth this season after a year of toil for the factory Toyota team – even if he wins the all-Tarmac Rally

Japan from November 10-13.

Co-driven by Cumbrian Scott Martin, Evans placed sixth in Spain having failed to finish in Greece and New Zealand.

His runner-up spot in Portugal in May was his first podium of four in total for Evans this campaign, such has been his dearth of strong results in the first year of the Rally1 hybrid era.

Although he didn't go into specifics, Evans reflected on his Spanish outing by suggesting it could help his cause

in Japan: "It was not the best for myself and Scott, we struggled for the most part with our outright pace so there's some things to work on for the future. We've investigated some things over the weekend, playing with the set-up and with [the] driving style to try and improve. Hopefully we have taken some steps in the right direction and we have some more ideas on where to work on before we go to Japan."

Evans completed the recce for the

Rally Japan candidate event in 2019.

The tight and twisty mountainous stages, which his former co-driver Daniel Barritt once told Motorsport News are similar in character to the roads found on Tour de Corse, are expected to suit the 33-year-old Evans, particularly after he led in Corsica in 2019.

The Toyota GR Yaris driver is seeded fourth for the opening leg in Japan. He's one of 10 Rally1 car runners entered for the season closer.

NEUVILLE WANTED MORE TANAK TIME

Thierry Neuville wanted Ott Tanak to continue as his Hyundai team-mate for a fourth season in 2023.

Tanak sensationally quit the South Korean make last month after he activated a clause in his contract to step away from his multi-million euro deal one year earlier than planned.

Although the relationship between Hyundai's superstar drivers has cooled in recent months, Neuville has credited Tanak for keeping him at the peak of his powers.

"He is the strongest team-mate I ever had," Neuville said. "It makes an additional challenge for me, but it is also motivating as well."

Neuville has also spoken out in support of Oliver Solberg after the Hyundai youngster wasn't offered an extension to his two-year deal with the firm. Neuville believed the 21-year-old Swede should have been kept on in a fourth i20 N Rally1 in 2023.

"I always gave support for Oliver in the fourth car," Neuville said. "Maybe it was too much pressure for him and the step was too big from the R5 immediately. The decision was taken unfortunately."

Meanwhile, former Hyundai driver Andreas Mikkelsen has entered the frame for a return in 2023 with Neuville calling his friend "experienced and fast".



Tanak has one rally left in the Hyundai



Neuville says he will miss team-mate

OGIER LOOKS TO THE FUTURE WITH LANDAIS RECRUITMENT



Ogier (right) will now have new partner

Sebastien Ogier will have a new co-driver when the 2022 World Rally Championship concludes in Japan next week.

The 38-year-old has brought in Vincent Landais to replace Benjamin Veillas, who partnered Ogier to victory in Spain last month, his first in the WRC.

Ogier's part-season in the World championship with Toyota this year was his first without long-term co-driver Julien Ingrassia following his fellow Frenchman's decision to retire. He explained why Landais, 31, has been picked for his employer's home event.

"This is a chance to prepare and evaluate some things for the

future and to give an opportunity to Vincent, who is a talented and motivated young co-driver," Ogier told WRC.com. "He has been working with us in our gravel crew and after this nice experience I am excited to compete in our first rally together and to see how it works out."

Landais, who has been mentored by Ingrassia, said: "Seb and Julien have been like role models for every French driver and co-driver. Julien has been helping me a lot during my career, and I already had the chance to work with Seb as part of his gravel crew in Monte Carlo this year. Japan will be a big challenge with a lot to learn

but I will try to make the most of this chance."

Veillas added: "To win a WRC rally was a dream come true. It has not been easy to step into this role, which brings a lot of pressure and long hours. The decision to give an opportunity to a young and talented co-driver for Japan is one that I completely understand and fully support."

Ogier is set to mount another half-season WRC campaign in 2023 although it's not clear whether Landais will remain in the co-driving seat or be reunited with Pierre-Louis Loubet, for whom Rally Japan was never part of his programme in an M-Sport Ford Puma.

EUROPEAN RALLY CHAMPIONSHIP BATTLER BONATO LEAVES HIS BEST TO LAST IN SPAIN

Yoann Bonato scored his maiden European championship victory when the 2022 season, the ERC's first under the control of WRC Promoter, concluded in Spain last month.

The RallyRACC decider ran as part

of the World championship-counting Rally Spain bill with the ERC drivers tackling the Friday and Saturday stages.

Frenchman Bonato was fastest on seven of them to beat champion Efrén

Llarena and climb from ninth to third in the final table.

Oscar Palomo secured the ERC4 title, while Andorran veteran Joan Vinyes took the ERC Open crown.

Irishman Ryan Caldwell was sixth

in class in a Ford Fiesta Rally4, his prize drive for finishing as the top Fiesta driver in the Irish Tarmac championship. Co-driven by Grace O'Brien, Caldwell described the opportunity as a "dream come true".

GOLD FOR FRANCE AS TEAM UK MISSES OUT ON RALLY MEDALS

France bagged rallying's first FIA Motorsport Games gold medal when Mathieu Arzeno, a former Junior WRC contender, beat Spain's Pepe Lopez and Estonian's Georg Linnamae.

Arzeno was in front after 13 Tarmac stages around the Sainte-Baume mountain region in southern France, but had to win the Paul Ricard superspecial on

Saturday evening to take gold, a feat he achieved by 5.1 seconds ahead of Lopez. Linnamae was 4.3s further back alongside Spain's Pepe Lopez and Estonian's James Morgan.

Oliver Mellors, co-driven by Ian Windress, was 10th for Team UK. Brothers Steve and Tim Jones took fifth in the Historic class in a Chrysler Sunbeam.

RALLY NEWS

STRONG START IN PROSPECT FOR NEW CIRCUIT RALLY CHAMPIONSHIP

MN gets behind the new single-venue initiative for the 2022-2023 season

Photos: Ben Lawrence



Frank Bird will tackle the Oulton Park event

By Paul Lawrence

The new-look Circuit Rally Championship will kick off in style at Oulton Park on Saturday with backing from Motorsport News.

Since being re-launched by a co-operative formed by the event organising clubs, the fresh championship has attracted major competitor interest and Motorsport News will be onboard as the championship's media partner, ensuring extended coverage for the eight-round season.

Matt James, editor of MN, said: "We are very pleased to support the Circuit Rally Championship and look forward to covering the coming winter season of events. The CRC has an important role in UK rallying and is a perfect for new and existing competitors to enjoy their sport. It is also a good way to draw in spectators who may go on to become competitors, organisers or marshals."

The stellar entry for the Neil Howard

Stages at Oulton Park features 14 R5, Rally2 and S2000 cars in the top 20 as well as a host of rapid two-wheel-drive Ford Escorts and Darrians in the capacity field of 100 cars. Chasing top seed Frank Bird will be drivers such as David Henderson, John Stone, Kevin Procter and Joe Cunningham.

Andrew Bisping from the CRC said: "We're delighted with the positive response from competitors for the new Circuit Rally Championship. We already have 40 crews registered, with indications from half as many again that they'll be joining before the first round."

"The strength of competition for the Neil Howard Stages is demonstrated by Frank Bird heading the entry list. Competition across the classes looks tight too, with every class having an entry in double figures. As the championship organising team, formed by the rally organising clubs, we're very grateful to competitors for supporting our efforts."

BRITISH ACE EDWARDS WINS IN BARBADOS

Triple British Rally champion Matt Edwards took victory in Barbados recently when he won the HammerTime event, a round of the R5 Rally Championship Barbados.

Edwards shared the Ford Fiesta R5 of Paul Horton when the event regulations

allowed two drivers to use a car for the time trial event. Horton, originally from the UK, now lives and works in Turks and Caicos.

Edwards said: "I normally sit with Paul and I've done a lot with him over the last three years, both coaching

and co-driving. The car is based out there and because there was an opportunity to share the car on the rally, he did the event as well. We won both legs of it so that was quite cool."

"He sat with me for two runs, which is the first

time we'd ever done that. It kind of helped demonstrate a couple of the points that we've been working on and shows where the limit is. He drove really well."

Edwards also found time recently to propose marriage to his partner Jessica Hockley.

PAYNE FATHER AND SON SET FOR MALTON BATTLE

New BTRDA champion Elliot Payne will contest Sunday's Malton Forest Rally and bid to stop his father Charlie winning the Yorkshire event for an eighth time.

The 19th running of the popular rally has attracted its best ever entry of more than 110 cars for six special stages in Langdale, Gale Rigg and Cropton. The Payne father and son plus double winner Stephen Petch top the entry in their Ford Fiestas Rally2s.

Payne Sr first won the rally in 2010 and then won it four times in a row from 2015. He should be back in his own car after Elliot used it on the recent Carlisle Stages.

Payne Jr, who is still 19 years old, says that the local event is another chance to build experience. "We set out to do the BTRDA championship and we've got that, so this is just about getting some more seat time and a bit more practising. We haven't really got much of an idea what we're going to do next year yet."

Payne Sr confirmed that whatever his son does next season, the need to gain experience is very important. This year has been Elliot's second full year in a Rally2 car and he is likely to end the season on the Grizedale Stages in early December. The Lake District event will be his 16th rally of a busy season.

NORTHANTS VENUE RETURNS AFTER 30-YEAR ABSENCE

After an absence of nearly 30 years, rallying will return to the Deenethorpe airfield in Northamptonshire at the end of November for a new single-venue stage rally from the Lincoln Motorcycle and Car Club.

Deenethorpe has only been used once for rallying in living memory, which was in 1994 when it was used as a stage on the Rutland Stages Rally. But it will now return with a plan to be used for rallies up to three times a year, thanks to the efforts of the estate managers and the Lincoln club.

With around 50 competitive miles spread over eight stages of generally good asphalt, the event has already drawn



Dan Ellmore will tackle the Deenethorpe challenge

around 40 entries and the organisers are keen to attract another 10 for the inaugural running of the Colin Ellmore Memorial Rally. Ellmore was a founding member of the

Lincoln club and held many roles through the 1950s, '60s and '70s. He will be remembered on the November 27 event when one of the leading entries will be his

son Dan in his MG Metro 6R4.

Event organiser Phil Foster said: "It was used once in 1994 and then nothing after that until the estate approached me. It's got a good surface, including a section through a wooded plantation with a concrete road. An entry of 45 to 50 cars will be perfect for the first event."

At a time when rally venues are regularly being lost, the return of Deenethorpe for more than one event each year will be welcomed by competitors across the Midlands and East of England. However, the venue will remain closed to spectators and the only way to see the action will be to volunteer as a marshal.



Payne will get more forest mileage with an outing on Malton Rally

RALLY NEWS



Ben Wild will read notes...

GOING WILDS IN YORKSHIRE

Three members of the same family will all co-drive on this weekend's Malton Stages in the Yorkshire forests.

Ben Wild will be joined by his father Paul and uncle Graham as they all compete on the same event for the first time.

Ben will partner Liam Clark in a Ford Fiesta R2, while the two members of the older generation will be in historic-specification Ford Escorts. Graham will be with Tony Shields in his Pinto-powered Escort Mk1 and Paul will, as regularly, guide Paul Rawson in his 1600cc Escort Mk1.

Graham said: "We've all done quite a few events, but this is the first time we've all done the same rally. I guess it's quite rare for three members of the same family to all be co-driving on one event."

BRITISH RALLY CHAMPIONSHIP TO JOIN IRISH TARMAC CLASH IN ULSTER

Newry event set to be included in the UK series' line-up in 2023

By Jason Craig

British Rally Championship manager Reece Tarren believes reinstating the Ulster Rally to next year's schedule is a decision that brings an important added benefit.

Tarren and his team confirmed that the Newry-based event, after being dropped from this year's competition, will once again be a part of the series of rounds in 2023.

It means the Ulster Rally will again be a points-scoring round of both the British Rally and the Irish Tarmac Championships – something no other event in the UK or Ireland can lay claim to.

Tarren said: "It allows us join forces with the Irish Tarmac Championship, which is an added benefit as we tend to have crews that compete in both championships."

"Attending each of the British regions is crucial for the championship and we have chosen some of the strongest events from each. We are excited to head back to Northern Ireland after a year away – the Ulster Rally has always been a well-organised event," Tarren added.



The BRC stars will return to Ulster

Photos: Ben Lawrence, Martin Walsh, Jakob Ebrej



No fuels: Irish rules tweak

CONTROL FUEL INTRODUCED FOR ITRC

Control fuels from a single supplier will be introduced into the Irish Tarmac Rally Championship for 2023.

Euro M-Sport will supply Panta racing fuel in a development designed to reduce fuel costs for registered competitors and further level the playing field across leading crews. Euro M-Sport will manage the delivery of fuel to each event's refuel zone, thus helping to maintain good standards of safety.

Colman Hegarty, chairman of the Tarmac Rally Organisers' Association said: "The ITRC's board of directors have been looking at the possibility of a single controlled fuel for some time."

"Part of the tender stipulated that the selected fuel supplier would offer registered international competitors fuel at a discounted rate. We see this as a major step forward for our championship as all registered international competitors will be using a single fuel and in a safe and controlled manner."

ROAD RALLY ROUND-UP

HUGHES-JONES MAKES IT THREE IN OCTOBER

In a surprise result, Arwel Hughes-Jones and Dylan John Williams became the first North Walian crew ever to win the Cilwendeg.

Competition for the road rally classic started with a three-mile test during the afternoon. Andy Davies and Michael Gilbey were fastest here, but they went out with clutch problems during the night leg.

A number of crews missed

a passage check on the test and collected a fail. Most notable among these were previous winners, Dyfrig James/Emyr Jones, along with Martin Curzon/Daniel Jones and Gavin Edwards/Alan James. All three crews withdrew at this point.

The night section settled into a battle between Hughes-Jones/Williams and John Davies/Eurig Davies. They were closely matched, but

the former crew led from the second section to the finish, giving the driver his third win of the month.

The chase by Davies/Davies was hampered by the fact their Astra's gearbox mounting broke at the quarter distance mark; they completed the event with the sump guard keeping the box in place.

A puncture cost George

Williams/Cadog Davies five minutes on the opening section and they finished outside the top 10.

Just two seconds separated winners Barry Lindsay and Martyn Petry from second-placed Noel Cochrane/Oly McCollum at the end of the Solway Classic and Targa Rally, which was based at the Rowrah Circuit.

Ian Mills

Results
Rali Cilwendeg
Organiser: Teifi Valley Motor Club **When:** October 22-23 **Where:** Newcastle Emlyn
Championships: ANWCC **Route:** 100 miles
Starters: 86

1 Arwel Hughes-Jones/Dylan John Williams (Ford Escort) 14m26s; 2 John Davies/Eurig Davies (Vauxhall Astra) +24s; 3 Ieuan Evans/Richard Williams (Escort); 4 Iwan Jones/Ryan Griffiths (Escort); 5 Llyr Williams/Ceri Davies (Peugeot 206); 6 Hefin Jones/Linos Jones Davies (Escort); 7 Darren Moon/Andrew Lowe (Escort); 8 Nathan Summers/Jordan Dziadulewicz (Escort); 9 Michael Roberts/Natasha Roberts (Escort); 10 Iwan Lloyd/Dylan Evans (Escort). **Class winners:** Evans/Williams; Joshua Weston/Gethin Jones (106).

Solway Historic and Targa Rally
Organiser: Wigtown Motor Club **When:** October 23 **Where:** West Cumbria
Championships: NESCR0 **Tests:** 16
Starters: 37
1 Barry Lindsay/Martyn Petry (Peugeot 206 XSi) 19m28s; 2 Noel Cochrane/Oly McCollum (Ford Escort) +2s; 3 Geoff Hall/Paul Bosdet (Vauxhall Nova Sport); 4 Daniel Place/Ryan Parker (Peugeot 309); 5 Bob Hargreaves/Andrew Fish (BMW 318Ti); 6 Philip Hodgson/Lewis Hodgson (Mazda MX-5); 7 Neil Raven/Ann Forster (Mazda MX-5); 8 Craig Stamper/Fiona Tyson (Citroen C2); 9 Kevin Stones/Chris Holden (Toyota MR2); 10 Alex Willan/Paul Taylor (BMW 316). **Class winners:** Lindsay/Petry; Cochrane/McCollum.

KERRY WINTER RALLY: KERRY MOTOR CLUB BY MARTIN WALSH

OCTOBER 30

MOFFETT TAKES HIS STARLET TO KERRY VICTORY ON A TREACHEROUS TEST

Richard Moffett, co-driven by Ger Conway, steered his nimble Toyota Starlet through the slippery roads of north Kerry to win the Kerry Winter Rally by a margin of 24.8 seconds.

Ryan Loughran (Ford Escort) with co-driver Tony Healy finished second as Stuart Darcy (Proton Satria) with Darragh Mullen snatched a late third place.

Chris O'Callaghan crashed his Escort on the opening stage with several crews being awarded Richard Moffett's stage time. Jack Newman (Escort) had stretched his narrow

lead to 3.5s by SS3 but on the next stage an altercation with a chicane bale prised the bonnet up, which flapped and masked his vision and the time lost hastened his decision to retire at service.

By then, Moffett led Loughran by 10.4s with tyre selection the latter's only quandary. Despite clipping a chicane bale that ripped part of the rear-right-wheel arch, Moffett powered his way to victory with Loughran offering no excuses. Darcy's constant improvement yielded third. Pdraig Egan (Escort) was another

to fall foul of a chicane bale, but he took maximum points in the Top Part series, a feat that Michael Carbin needed in order to win the drivers' series. David Moffett (Escort) was untroubled in sixth followed by the similar car of Barry Meade with top seed Sam Moffett (Toyota Starlet) left to ponder his opening stage time where he lost 22s to the winner. Ed O'Callaghan's outing in a Darrian ended when it overheated after the first stage; Daniel Cronin (Mitsubishi), Conor Murphy (Escort), Declan Boyle (Escort) and Daragh O'Riordan

(Fiesta S2000) all failed to finish.

Results
Organiser: Kerry Motor Club. **When:** October 30. **Where:** Banna, Co. Kerry.
Championships: West Coast Championship; Southern 4 Rally Championship; Kingdom of Kerry Rally Championship.
Starters: 133.

1 Richard Moffett/Ger Conway (Toyota Starlet) 47m12.4s; 2 Ryan Loughran/Tony Healy (Ford Escort) +24.8s; 3 Stuart Darcy/Darragh Mullen (Proton Satria); 4 Pdraig Egan/Tomas Ryan (Ford Escort); 5 Michael Carbin/Dean O'Sullivan (Mitsubishi Lancer E8); 6 David Moffett/Martin Connolly (Ford Escort); 7 Barry Meade/Colin Fitzgerald (Ford Escort); 8 Sam Moffett/Keith Moriarty (Toyota Starlet); 9 Eddie Doherty/Cathal Nolan (Ford Escort); 10 Ian Roche/JJ Cremin (Subaru Impreza WRC). **Class winners:** Colin Mullins/Cathal Mullins (Honda Civic); Derek Flynn/Gavin Carr (Honda Civic);



Moffett's winning Toyota

Keith Costello/Sara McFadden (Ford Fiesta); Eamonn Barrett/Adrian O'Gorman (Ford Escort); PJ O'Dowd/Pdraig Brick (Talbot Sunbeam); Liam McMullan/Christy McLoughlin (Honda Civic); Bob Moran/Eoin Collins (Ford Escort); Sean Enright/Kevin Doherty (Ford Escort); Meade/Fitzgerald; Egan/Ryan; Roche/Cremin; Jason Farrell/Donagh Crowley (Honda Civic); Sebastian Ling/Aled Rees (Ford Escort); Mark Falvey/Diarmaid Lynch (Ford Escort); Carbin/O'Sullivan.



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Consistent Guinchard picks up points title



Webster: Sheffield glory

Completing a fine season in BriSCA Formula 2, Charlie Guinchard clinched the National Points Series with a round to spare. With chief rivals Dave Polley and Harley Burns not travelling to Cowdenbeath, a quartet of top-six finishes gave Guinchard an unassailable lead ahead of the series finale at Bradford.

Chris Burgoyne won the meeting final, working his way through the field and benefiting when leading pair Charlie Fisher and Stephen Forster clashed. Gordon Moodie was second and clinched the Cowdenbeath track championship.

Craig Driscoll continued his strong from at Skegness, passing newcomer Karl Bishop who'd led until beyond half-distance before dropping back.

The weekend's shale action took place at Northampton and Sheffield. Danny McCarthy took his first BriSCA F2 final win at the former venue. He controlled the race until a final-bend spin almost cost him. But the former Rebels driver was knocked straight again by the chasing Ricky Castell, clinching victory from Castell and Jack Cave.

After Billy Webster won the Grand National Championship, the opening race at Sheffield, Rob Mitchell took the honours in the meeting final. Mitchell was under pressure from Micky Brennan and Guinchard in the closing stages until his pursuers were delayed in traffic.

Mark Paulson

Results
Organiser: GMP Scotland **When:** October 29
Where: Cowdenbeath Racewall **Starters:** 26.
1 Chris Burgoyne; 2 Gordon Moodie; 3 Steven Burgoyne; 4 Liam Rennie; 5 Craig Wallace; 6 Charlie Guinchard; 7 Peter Watt; 8 Stephen Forster; 9 Ryan Farquhar; 10 Ben Lockwood.

Organiser: Skegness Raceway **When:** October 29
Where: Skegness Raceway **Starters:** 29.
1 Craig Driscoll; 2 Kelvin Marshall; 3 Billy Webster; 4 Harley Thackra; 5 David Shearing; 6 Gerrit Huussen; 7 Tom Bennett; 8 Karl Bishop; 9 Colin Gregg; 10 Ben Bate.

Organiser: Spedeworth/Incarace **When:** October 29
Where: Northampton Shaleway **Starters:** 22.
1 Danny McCarthy; 2 Ricky Castell; 3 Jack Cave; 4 Jack Wits; 5 Ben Chalkley; 6 Barry Clow; 7 Jason Clow; 8 Mark Dorrill; 9 Michael Johnston; 10 Marcus Gilbert.

Organiser: YorStox **When:** October 30
Where: Owlerton Stadium, Sheffield **Starters:** 24.
1 Rob Mitchell; 2 Charlie Guinchard; 3 Micky Brennan; 4 Billy Webster; 5 Ben Lockwood; 6 Jack Issitt; 7 Michael Lund; 8 Kyle Taylor; 9 Pat Issitt; no other finishers.

DONNELLY TO RETURN TO 5 NATIONS ACTION AT LYDDEN HILL ROUNDS

Citroen outing planned for the 2020 title winner at series finale in Kent

Photos: Ant Jenkins, Nitro RX



Donnelly will drive Doran's Citroen C3 for his comeback

By Hal Ridge

British Rallycross Champion Mark Donnelly will return to the 5 Nations BRX series for the final rounds of the campaign at Lydden Hill this weekend, racing father-in-law Pat Doran's Citroen C4.

Former rally ace Donnelly made his Supercar debut in the same machine at the Kent venue in 2019 driving in a Titans RX support race. Then for his 2020 campaign, cut short by the Covid-pandemic, the Northern Irishman

drove an LD Motorsport Citroen DS3 to claim the British title.

Donnelly left the series in the middle of 2021, following a difficult weekend at Knockhill, but will return for the finale double-header at Lydden seeking strong results.

"I'm looking forward to getting back out for a round of 5 Nations BRX at Lydden in the Citroen C4," he said. "It's been a while since I've competed at this level, so I will be blowing off some cobwebs, especially on the new-look circuit at Lydden which I

have not driven on before.

"The competition is very strong this year at the front of the field so hopefully we can get close to the pace before the end of the weekend and get some good results."

The C4 that he will race has already featured on the podium in 5 Nations BRX events this year, in the hands of fellow champions Christopher Evans (2006) and Nathan Heathcote (2017), the pair driving at Mondello Park and Pembrey respectively.

NITRO RX: GLEN HELEN, USA BY HAL RIDGE

OCTOBER 29-30

McCONNELL GETS HIS MOJO BACK IN LOS ANGELES

Just a round following the most dramatic incident of his life, Jamaican driver Fraser McConnell claimed a maiden Nitro Rallycross Championship career win in the fourth round of the series at Glen Helen in Los Angeles.

McConnell had been one of two drivers to suffer huge practice incidents in the previous round at the ERX Motorsports Park in Minneapolis but, at that event, he had finished on the podium, by virtue of switching to a different car.

Driving a different chassis again, the one raced to a podium finish in the second round at Strangnas, Sweden, earlier in the year by Johan

Kristoffersson, McConnell won the battle bracket encounter on Saturday, then his heat race on Sunday from the front of the grid to secure himself a place in the final.

In the main event, the DRR JC driver fended off the close attentions of series leader Robin Larsson in the opening corner and was then never headed en route to a maiden win.

Larsson took his compulsory joker lap on the second tour and returned to the main route ahead of early joker-taker Kevin Eriksson, before closing the margin on RX Cartel team-mate Andreas Bakkerud.

The second of the drivers to have suffered the big incident

in the previous round, Bakkerud ultimately lost out to Larsson, but returned to the podium in third.

British driver Oliver Bennett claimed a career-best result with fourth, but his team-mate Jenson Button pulled out after the opening practice session of the weekend.

A statement from the Xite Energy Racing team read: "Unfortunately, Jenson had a turbulent first practice which resulted in extensive damage to the car. Because of this, Jenson was unable to go out for a further practice on Friday. Both Jenson and the team decided that it was unrealistic and unfair to ask Jenson to drive today [Saturday]. Unlike most of



Fraser McConnell held on for victory in the Nitro final

the other drivers, Jenson has no prior experience with the magnitude of gap jumps that are present at this track. Without extra seat time and practice, it would have been unwise to continue. Jenson is genuinely very disappointed not to be racing following his good first event in Minneapolis."

Results

Organiser: Nitro RX **When:** October 29-30
Where: Glen Helen, USA **Starters:** 23
Round 4: Group E (All FC1-X): 1 Fraser McConnell 4m54.667s; 2 Robin Larsson +0.737s; 3 Andreas Bakkerud; 4 Oliver Bennett; 5 Kevin Eriksson; 6 Oliver Eriksson; NRX Next America R1: George Megenis (Supercar Lites); NRX NEXT America R2: Casper Jansson (Supercar Lites); SXS R3: Brian Deegan (CanAm); SXS R4: Travis Pastrana (CanAm)

IRISH RALLYCROSS: MONDELLO PARK BY HAL RIDGE

OCTOBER 30

TOHILL GETS HIS IRISH SHOW ON THE ROAD WITH MONDELLO PARK IRISH RX VICTORY

Reigning British and Irish Rallycross champion Derek Tohill did his hopes of claiming a sixth Irish RX title no harm by claiming victory in the fifth round of the series at Mondello Park last weekend.

On the back of strong pace but frustrating finish in the previous

British Rallycross Championship event at Dreux in France, Tohill returned home to Mondello Park on the back foot, having not qualified for the SuperFinal in the previous Irish RX round, held alongside the British series in June.

But, while Irish RX points leader Declan Kelly suffered a

transmission issue that put him out of the event early on and the returning Tommy Graham set the pace in the opening heat, it was Tohill who stopped the clocks first in both heats two and three. He went on to win the Supercar final ahead of Graham and Patrick Ryan, and then secured victory in the SuperFinal, again

ahead of Graham and top two-wheel-drive runner Willie Coyne who, racing his Opel Corsa, had also taken top honours in the Modified final.

In Open Clubman the win went the way of Anthony Kane in his Honda Civic, while Toby McGuire won the Junior final with a Ford Fiesta.

Results

Organiser: Mondello Park Sports Club
Where: Mondello Park, Naas **When:** October 30
Starters: 57
Super Final: 1 Derek Tohill (Ford Fiesta) 6 laps; 2 Tommy Graham (Ford Fiesta); 3 Willie Coyne (Opel Corsa); 4 Michael Coyne (Vauxhall Nova); 5 Kiran Curran (Vauxhall Corsa); 6 Lloyd Spendlove (Lotus Exige); **Supercar:** Tohill; **Modified:** W Coyne; **Junior:** Toby McGuire (Ford Fiesta); **Buggy:** Jake Sullivan (Semog); **Open Clubman:** Anthony Kane (Honda Civic); **Rally Car:** Emmet Watchorn (Citroen C2); **Autocross:** Ben Kellelt (Buggy)

BRISCA F1: OWLERTON, SHEFFIELD BY COLIN CASSERLEY

OCTOBER 30

HARRISON KEEPS UP THE WINNING HABIT IN PERFECT STYLE WITH SHEFFIELD BRISCA F1 SUCCESS

The clocks went back on Sunday in more ways than one. Early in the morning, the end of British summer time gave everyone an extra hour in bed. In the afternoon, Paul Harrison turned back his personal clock to win the final at Sheffield.

It was his fifth final win at the Yorkshire track and first one came back in August 1989. It was Harrison's 66th final win

and he has recorded a final victory in each of the last five decades. It seems fitting that Harrison should continue his winning streak at Sheffield as his grandfather Wilf started the Harrison family tradition by racing at the venue back in 1955. Harrison's father Willie also raced for many years, picking at seven of his 120 final wins at Owlerton. A deluge hit the track at the beginning

of heat one leaving conditions tricky for the remainder of the meeting. Harrison used all the skill and knowledge he has learned over the years to produce one of his finest wins of his career.

He negotiated his way to the front around the halfway point and maintained a comfortable advantage over second-placed man James Morris. The win gave Harrison some valuable World

championship qualifying points for next season's World Final. That event is being held at Northampton, where Harrison claimed the World title back in 2011.

The winner said: "I race for fun these days, but it is always nice to win. I thought I had a shot to win the World this year, but it wasn't meant to be, I will give it a go and see what happens next year."

Tom Harris's fifth-placed finish

extended his lead in the points over Mat Newson with two races remaining, Hednesford holds the penultimate round next Sunday.

Results

Organiser: YorStox, BriSCA F1 **Where:** Owlerton Stadium, Sheffield **When:** October 30 **Starters:** 37
1 Paul Harrison; 2 James Morris; 3 Mat Newson; 4 Charlie Sworder; 5 Tom Harris; 6 Paul Hines; 7 Danny Wainman; 8 Liam Gilbank; 9 Mark Woodhull; 10 Russell Cooper.

HISTORICS

DOWN THE PUB

HENRI GREHAN

British Historic Rally champion
Age: 35 Lives: Ludlow



Grehan: BHRC title success

It all came down to the Carlisle Stages

"We had a game plan and we stuck to it. We knew Matt Edwards was going to be quick. We were just going to hold in tight and if he made any mistake or had any issue, we'd snatch it. And that's what we did. If we ran second to him, that would have been fine."

He still attacked

"We knew we could have had any position up to fourth but I didn't want to go out thinking 'take fourth' because you could get pushed out. So we knew we had to go quick. Then once we found a rhythm, we stuck with it. We had a moment on the first corner of the first stage, which woke me up so we were OK after that. We did have another big moment on stage three, but other than that it was just a clean day."

He had a lot of support

"It's been a big team effort by a lot of people and I really appreciate everyone's support. You can forget someone really easily but everyone has been part of this. It was a good team effort to get it finished."

He borrowed a car for the final round

"We had problems with our car and Alan Walker stepped in; he's a legend. We're both Ludlow Castle Motor Club members, so it was great for the club. What a gesture, to say: 'use my car and have a go'. We've learned a lot from using his car. Richard Jordan said to me before the last stage that every car is different and I completely agree. So you have to adapt to what it is."

There were dramas

"We had little bit of drama on Friday night, but I think it was a sign of good things to come. We were sorting an issue with the gearbox and it was about 2030hrs and I never pinned the bonnet. So the guys drove out and the bonnet broke."

He's now a British champion

"Amazing! At the start of the year, I didn't know how we were going to get on. It was just a case of get some results and build it up. And it started to come and on the Plains Rally we started to drive well."

HISTORIC SPORTS CAR CLUB LAUNCHES 2023 RACE CALENDAR

Leading motorsport organiser prepares for 10 meetings next season

Photos: Paul and Ben Lawrence



HSCC will have a busy roster in 2023 season

CALENDAR

HSCC 2023

DATE	VENUE
April 22-23	Snetterton 300
May 6-7	Cadwell Park
May 27-28	Silverstone GP
June 24-25	Donington Park
July 14-16	Brands Hatch Indy and GP
July 28-30	Oulton Park
Aug 25-27	Classic Silverstone
Sept 2-3	Croft
Oct 14-15	Silverstone National
Nov 4-5	Silverstone National

By Paul Lawrence

The Historic Sports Car Club has unveiled its 2023 race calendar which features 10 major race weekends between late April and early November.

Of those dates, eight will be focused on the club's own race championships and series, while the HSCC will also be

the organising club for Classic Silverstone at the end of August and the Walter Hayes Trophy at Silverstone in early November.

Both Silverstone and Brands Hatch Grand Prix circuits are included, and the Legends of Brands Hatch meeting will become a three-day event from July 14-16, featuring race action on the Indy circuit on Friday followed by a further

two days on the GP circuit.

The Cadwell Park meeting on May 6-7 will coincide with the Royal Coronation and various events and activities will be incorporated into the weekend to celebrate the coronation of King Charles. Special trophies and paddock activities will honour the coronation of the new king during Saturday's race programme.

Andy Dee-Crowne of the

HSCC said: "I'm delighted with the calendar. We have a great spread of dates at all of the key UK circuits. We are very proud to once again be the race organising club for the Classic Silverstone and Walter Hayes Trophy. We will be having some invited guest races at certain events, and I look forward to delivering another strong season of racing for the HSCC and its members."

HIBBERD GOES BACK TO HIS ROOTS IN REBUILT LOTUS



The Lotus 20 has been faithfully restored after damage

Twenty years after he first raced the car as a 16-year-old, Andrew Hibberd has been reunited with the Formula Junior Lotus 20 in which he started his racing career.

Originally raced by motorbike racer and TT winner Reg Armstrong from Dublin, the Lotus 20 was later raced by Irishman Brian Cullen. In the early 2000s, it was owned by the Hibberd family and raced by Andrew before being sold and more recently

badly damaged in Germany.

The Hibberds then bought it back as a project and have rebuilt it to immaculate condition. The rebuild was finished in time for Andrew to win the Formula Junior race at the Goodwood Revival in September.

Andrew and his father Michael also have a famous ex-works Lotus 20, which was raced in period by Bob Anderson who, like Armstrong, was also originally a motorbike TT winner.

PRYCE GETS A MEXICAN ADVENTURE

British Rally champion Osian Pryce tackled a very different event recently when he took a Jaguar Mk2 to class victory on La Carrera Panamericana road race in Mexico.

Pryce was invited to drive the 1963 Jaguar from the Apparently Racing Team on the 2200-mile seven-day marathon with Claire Williams co-driving. The event started from the Gulf of Mexico and finished in Durango, a small city near the New Mexico border.

Pryce said: "Class winners on La Carrera Panamericana at our first attempt – it's an experience I'll never forget, that's for sure. Thanks to all the team who kept us going, and to the trusty Jaguar for getting us around with no major issues at all."

CROSBY'S MINI CHALLENGE

Paul Crosby and Ali Proctor will contest this weekend's Rally of the Tests in a 1966 Mini Cooper S after a two-year project to restore the long-time rally car. "It was rallied for about 25 years and needed a lot of work. It was in a bit of a state when I bought it," said Crosby, who has run the car on a couple of one-day historic rallies as shakedown ahead of the tough three-day event.



Willan: title glory

WILLAN IS HISTORIC RALLY REGISTER CHAMPION

Dan Willan has been confirmed as the Motorsport News HRCR Clubmans Rally champion for 2022.

With one event still to run, the Ilkley Jubilee on November 20, Willan cannot be caught after a brilliant season

in his venerable Volvo PV544. The result backs up his 2021 title in the same early 1960s car.

Willan secured the title with third place on the Dansport Historic Rally 10 days ago. "I love rallying in the dark," he said of the

Peak District event, which included a navigational section on Saturday evening.

Such has been his level of results across the opening seven events that Willan only needed to finish the Dansport to settle the title.

IN BRIEF

Venerable Volvo

Ryan Pickering has brought a rare Volvo PV444 into historic rallying and finished just outside the top 10 on the recent Dansport Historic Rally. The 1958 car, which features a split windscreen, had been off the road for more than a decade before Pickering re-prepared it and the Peak District event was only his third rally in the model that was the predecessor to the more prolific PV544.

Geoffroy samples

Remi Geoffroy, the partner of racer Ali Langridge, had his first experience in a racing car during testing at Silverstone recently. The UK-based South African was introduced to racing by Langridge and is hoping to race one of the Langridge family's Historic FF2000s next season. "I love all types of sports and I absolutely want to race," said Geoffroy. That was the first time in the car on slicks on a damp track and it was great fun."

ROTT this weekend

The 20th anniversary edition of the Rally of the Tests will start in Blackpool on Thursday evening and cover 750 miles before finishing in Torquay on Sunday afternoon. Around 30 special tests and 22 regularity sections are in the route for the event that recreates the spirit of the 1950s RAC Rallies. The 70-strong entry includes 24 crews from mainland Europe.

Malton maxed out

A bumper field of 40 historic cars are part of the near-capacity entry for Sunday's Malton Forest Rally in the Yorkshire forests. The popular event is the final round of the Northern Historic Rally Championship and the field includes Tim Pearcey in a Ford Escort Mk2 as the local driver returns to historic after running a Mitsubishi Lancer for several seasons. His rivals include Steve Bannister, Alan Walker, Richard Walker and Ken Sturdy in more quick Escorts.

NHRC champion

Robin Shuttleworth has won the Northern Historic Rally Championship for the second time after a giant-killing season in his 1600cc Ford Escort Mk1. The Leeds driver secured the title on the Trackrod Rally at the end of September but the battle for the runner-up slot between Steve Bannister and Dave Forrest will only be resolved on Sunday's Malton Stages, which is the final round.



Robin Shuttleworth

COLUMNIST

MATT JAMES



MN's editor is excited about the future for one of his favourite racing categories

Photos: Motorsport Images, Ferrari, BMW



Ferrari's LMH has been revealed



BMW has been pounding around tracks to gain mileage

Being brought up on a diet of Group C sportscar racing in the 1980s was no bad thing. The packed grids (OK, so they were mostly Porsche 956s and 962s) were fizzing with talent, and competition was fierce.

But as with all things in motorsport, the golden period couldn't last and it didn't. It nearly fell on its sword in 1992 as the sport's governor, the FIA, tried to force firms into using what were, effectively, Formula 1 powerplants. It proved fatal to the World Sportscar Championship in 1993. The World Endurance Championship title would not be seen again until 2012.

Of course, the appeal of Le Mans has always remained strong and it has managed to weather the storms because of its prestige, history and profile. But now there is a huge amount of optimism breaking out in long-distance racing and it all came from a bit of common sense, which is sometimes sorely lacking in motor racing.



Peugeot's 9X8 is already racing in WEC series

US sportscar gurus the International Motor Sports Association (IMSA) in the US talked to the Automobile Club de l'Ouest (ACO) in Europe, and Europe talked back. The momentum behind the unified rules which were set out by IMSA and the ACO, has been nothing short of phenomenal.

The Le Mans Daytona hybrid (LMDh) ruleset was formally launched at the end of January in 2020 and the regulations were published in the May of that year, giving long-distance racing the shot in the arm it badly needed.

Toyota has been a long-serving fan of the long-distance format, but other firms came and went, dabbling with the category before sliding away. But the combined rules for 2023 have captured the imagination of many of sportscar racing's most iconic brands.

The platform to showcase hybrid technology, which many of the leading manufacturers were exploring already, has been a massive attraction.

Peugeot was already forging ahead with its Le Mans hypercar (LMH) but the convergence of performance with the LMDh ruleset (which includes more spec parts than an outright LMH car) has opened up the scope for so many more to join the party.

Porsche, Cadillac and BMW, along with Ferrari's LMH car that was seen in public for the first time this week, have already been putting in the hard testing yards. All four are scheduled to make their race debuts in 2023 and BMW, Cadillac and Porsche are looking at split programmes in the World Endurance Championship and across the pond too.

But it doesn't stop there. Acura (Honda to you and I here in Europe) will join the party too to line-up alongside Toyota and the rest in its Oreca-developed chassis. There is

more: French firm Alpine has confirmed a programme with an Oreca chassis too, scheduled for 2024. Lamborghini will join LMDh in that same season, with Nissan, Mazda and Audi all having plans to join the action in 2025. And, even beyond that, there are projects being discussed by Glickenhaus and the revived Isotta Fraschini firm too. That means Le Mans, in 2025, could potentially have 13 works-backed teams on the grid. See what we mean: sportscar racing has never had it so good...some joined-up thinking has blown the doors wide open.

And, if as seems likely, the profile of sportscar racing will flourish, there is nothing to stop more and more firms getting involved. How long, for example, could McLaren or Aston Martin ignore something that has the potential to rival any other series in the world?

What it also does is create a host of opportunities for talented drivers to get a decent shot of a full-time ride in a factory programme. Sportscar racing was, in the 1980s, a hotbed for up-and-coming talent with the likes of Michele Alboreto, Alessandro Nannini, Thierry Boutsen, Jonathan Palmer, Derek Warwick and Stefan Bellof displaying their abilities. While they might have, at various stages, been saddled with back-of-the-grid grand prix cars, the outlet of a competitive sportscar seat gave them a chance to show what they could actually do. While it is hard to imagine F1 drivers today being given the free rein to go and dabble in long-distance sport, there is a whole host of talents sitting just below that level who need a decent break. It looks like they will now be able to get one.

There is much to look forward to in the long-distance arena at the moment.

"Joined-up thinking has blown the sportscar doors wide open"



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REVIEW: BRITISH GT

BRITISH GT 2022: LOGGIE LEAVES NOTHING TO CHANCE

*Seat time and consistency combine to give the RAM Mercedes man a clear title, by **Graham Keilloh***

Twelve months ago, Ian Loggie was a disappointed man. The Amateur driver had come tantalisingly short of claiming his first overall British GT crown. His RAM Racing Mercedes driving partner Yelmer Buurman could see the target before him, as with laps ticking down all he'd need for the championship was to pass leader Marcus Clutton's Enduro McLaren. But Clutton, and the crown, remained persistently out of reach. Loggie had to make do with being bridesmaid.

For this year, Loggie left nothing to chance. And, along with his RAM squad, the bridesmaid became the bride. He did it imperiously too, being in the points box seat for the entire season and finishing with the biggest final advantage in this championship's modern history.

Loggie did have some fortune that the pair that pipped him in 2021, Barwell's Leo Machitski and Dennis Lind, could not defend their title due to the suspension of Russian-licenced competitors such as Machitski. But Loggie didn't need any luck beyond that.

His preparations stretched far beyond the British GT weekends. As there was barely a weekend in 2022 wherein the 59-year-old was not racing, be it in GT Cup, GT World Challenge, 24H Series, or a variety of other things besides. He even turned up in Porsche Carrera Cup GB. And indeed when Motorsport News asks the newly crowned Loggie what made the difference in at last getting the title this campaign, his answer is immediate. "Practice makes perfect. I did 85 races this year," he says.

"So many race starts: peripheral vision. It doesn't mean to say you're going to get any faster but what you do is anticipate things going wrong.

"Like I was going in the gravel there [in the Donington Park finale's first turn], and as I'm going in the gravel I'm turning the traction control off, so I can drive through it. Last year that wouldn't have happened, I'd have beached it. So little things that Pros teach you every time you're in the car."

Loggie furthermore had a new driving partner, a stellar one in Jules Gounon. His quality was obvious in the Oulton Park double header that opened the season, and the only regret was that due to clashes and,



at Brands Hatch, a back injury, Gounon could only do a part campaign. Loggie's old partner Callum Macleod stepped in during his absences.

Loggie left Cheshire with a win and second place, albeit after an argument in national court about the application of success penalties. It was a sad feature generally indeed that three separate races this year had, due to protests, inconclusive results until some time after the chequered flag.

Oulton done, Loggie enacted the second part of his title masterplan. Devastating consistency.

The results tell the tale. At Silverstone Loggie got caught in someone else's accident on lap one. But that aside he never finished lower than sixth this season, and bagged six podium finishes from the year's nine races. Remarkable stuff in a highly competitive championship that applies success penalties to the top

three from the preceding race.

It's remarkable too in a contest wherein penalties for contact and pit infringements are frequent, and often ruin your race. And this brings us to another part of Loggie's masterplan. He knew the importance of clean executions of weekends, and he with RAM ended the year without blotting their copybook.

"I know people come and they drive GT3 cars and they can do a good lap time, but it's much more than just being able to do the lap time," Loggie explains, "it's about getting the pitstops right, don't get penalties, and we've not had one penalty this year, not had one drivethrough. So we've been meticulous. I think everyone else has got penalties."

As for the opposition, a new Balfe Motorsport effort, Shaun Balfe partnering GP2 race-winner Adam Carroll in an Audi R8 LMS, started the year in fine style and, like Loggie and Gounon, left Oulton's curtain raiser with

a win and second place. But then it was constrained by unfavourable Balance of Performance, and the effort withdrew midway through the season. Michael Igoe and Phil Keen's WPI Lamborghini, which had placed second in the table, also did not complete the year.

Yet it wasn't a walk in the park for Loggie, as three crews still had him within range at the final round. The first of these was the Adam Balon/Sandy Mitchell Lamborghini, in what this year was a single-car effort by reigning double champion Barwell.

Balon/Mitchell were playing catch up from the get-go after tricky Oulton double-header opener, wherein they only got two points. They didn't score in round four either after Balon was tipped into a spin then Mitchell tangled with Scott Malvern's Porsche exiting the pits.

Enduro was third in the final order and continued its upward trajectory this year, after a strong freshman 2021. It too started slowly, with its Pro driver and



"We've not had one penalty this year"

Ian Loggie

Photos: Jakob Ebrey



Loggie (c) had two co-drivers in 2022: Gounon (l) and Macleod (r)



The new Balfe Audi started strong, then was frustrated by BoP



The Enduro McLaren Tillbrook/Clutton duo continued to climb

team boss Clutton not happy with his own early form.

But an overhaul for Donington's round four heralded a turnaround and was awarded immediately with the most crushing race win by anyone this year. In the end, Enduro's two wins this season was matched only by Loggie, and Morgan Tillbrook is growing to be possibly the strongest Am in the contest. There's a – justified – adage in British GT that it's the Am driver, more than the Pro, who makes the difference.

As Enduro continues to develop, plus eliminate its inexperience errors, there's an obvious next step of the title. "We've got all the ingredients, we just need to make that cake," Clutton promises to MN. "[Next year] same again, no mistakes – without the mistakes this season we'd have been where Ian was." Loggie already recognises Enduro as a threat.

While a new 2 Seas Mercedes partnership between historic ace James

Cottingham and charismatic GP3 race-winner Lewis Williamson, getting an overdue opportunity to return to full-time racing this year, was also a consistent frontrunner and also within title range at the finale.

It was another that had to recover from a tricky start, as it didn't score in rounds two and three (getting caught in Silverstone's mentioned lap-one smash in the latter), yet its persistent pacesetter is evidenced by that from Silverstone in round three to Brands in round eight, of the nine-round campaign, it never qualified outside the top three (and its run was only stopped by qualifying rain).

"I'll be back again next year," new champion Loggie promises, "but it's going to be more difficult, the standard every year just continues to go up. I'll try and keep the pace we've got, don't make mistakes, and hope it comes to us." It seems rivals can't rely on Loggie slipping if they are to prevail in 2023. ■

GT4: STELLER IN THE NICK OF TIME

If British GT3's championship battle was somewhat a procession, GT4's was a topsy-turvy multi-car fight wherein Richard Williams and Sennan Fielding in their Steller Audi leapfrogged Matt Topham and Darren Turner's Newbridge Aston Martin Vantage in the final round at Donington Park.

And the Steller duo were perhaps unlikely champions, partly as they were only seventh in 2021's standings, but also as they were 11th-hour entries into this year's contest.

Steller boss Max Daymond tells MN: "No-one ever likes to put a deal together last minute. But certainly the team and both drivers really pulled it together."

"Sennan had been in the car a couple of times over winter, Richard hadn't driven the car for nearly six months. So to jump into the car on the Friday test on the race weekend and be getting up to speed really quite quickly to the point where he had a solid qualifying and we won that first race, that was amazing to see."

Indeed, they took both wins from the Oulton Park curtain-raising double header, benefiting from RAM Racing's successful protest about the application of success penalties in the second race.

Soon though Steller faced a strong challenge from Topham and Turner, who were in the mix to become the first Pro-Am entry to win British GT4's overall crown since 2016. We know all about the potency of three-time Le Mans class winner Turner, yet Topham this year continued his sharp development as an Am.

As a Pro-Am duo they got shorter pitstops than their Silver Cup rivals, something that on occasion worked out very nicely for them. Indeed such was the Topham/Turner strength they lost Pro-Am entries' usual 25kg weight advantage over Silver cars from mid-season.

Both protagonist crews had setbacks, with in the first Donington visit Williams spinning and Newbridge having slow pitstops. Steller got a no-score at Snetterton after a penalty, and swapped cars mid-year to resolve lingering problems. Turner also often found passing Silver rivals tricky as the Astons lacked straightline speed.



Topham/Turner's Pro-Am Newbridge Aston fell just short

And as the season went on another Aston got into the thick of the title mix: all-teenager debutant duo Jamie Day and Josh Miller racing an R Racing Vantage. They won two races in the season's latter part, and at one point during the Donington finale were projected to come out on top in the title. However they came up just short.

Day tells MN: "It's been a good rookie season, taking two wins, a second and a third, and two pole positions for myself in group."

"Hopefully next year I'll come back and do a good job again. I 100% want to stay with [R Racing], we done a mega job, which reflected this year with two 16-year-olds getting a handful of podiums and wins."

In the tense decider it was a typical blitz by Fielding that sealed the title, rising to finish the race second. This was enough as the Newbridge Vantage was impeded by a penalty and by a GT3 traffic jam at its pitstop. So it came a mere 5.5 points shy in the table and made do with winning the Pro-Am title for the second year running.

Turner insists that's no meagre consolation. "It was a frustrating end to the season, in terms of having a lead going into Donington and then missing out," he tells MN. "But overall I don't think as a team we were expecting to be fighting for overall GT4 title. The goal was always trying to get that Pro-Am championship again, which was more difficult than it looked. If we'd DNFed at Donington we would have come second in that championship. So lots of satisfaction from that."

"We were consistent throughout,

performance wise. It was good having R Racing out there as well because you could see where the Aston is. Even the bad weekends it [Newbridge's results] wasn't terrible."

While Steller, Williams and Fielding were worthy champions. "It's been a fantastic year," Daymond concludes. "We've had some missed opportunities, we've had some bad luck and we've had some good luck. It's nice to have had a few wins and very few races where we haven't been on the podium."

"We always try to make sure everyone [in the team] is looking out for each other, but there were areas throughout the year where that could have been improved. So after each race we'd go back over things that maybe caught us out or didn't work so well and put in measures. Just little things to maximise our potential. We've got one of the best teams in the paddock, but every team can always improve. All those little things can add up into a big step change."

"[Williams and Fielding] both excelled themselves, they did phenomenally. Richard without having too much time in the car and very limited mid-season testing, he put in some absolutely stand-out performances this year. And Sennan has definitely cemented himself as one of if not the fastest driver on the grid."

"[The three-way title fight] was difficult at times. We had some bad luck which put us on the back foot, but that's motor racing. It was great to have that competition, no-one can say that we were handed the win, we fought for that hard."



Richard Williams and Sennan Fielding in their Steller Audi topped the three-way GT4 title scrap

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REVIEW: BRITISH GT

Photos: Jakob Ebrey

BRITISH GT'S TOP 10 DRIVERS OF 2022

Graham Keilloh rates the top performers from British GT's GT3 and GT4 contests this season

TOP FIVE GT3 DRIVERS

1 Ian Loggie
On one level it may seem absurd to put Ian Loggie top of this list. The Amateur driver of course doesn't compare with British GT's many top-class Pro pilots. But placed within his context as an Am, it's difficult to see how more could have been asked of Loggie in his championship-winning campaign. A series of fast, level-headed and penalty free showings got him a decisive title.



2 Lewis Williamson
Lewis Williamson reminded us of his pace and flair in a 2 Seas Mercedes alongside James Cottingham this year, after two years largely away from the wheel. The Merc was possibly the year's most consistent pacesetter, and without ill luck – an oil leak at Oulton; getting caught in a first-lap crash at Silverstone; a victory-costing puncture at Snetterton; Cottingham's off in Donington's finale – perhaps even Loggie would have been looking over his shoulder?



3 Morgan Tillbrook
Morgan Tillbrook has improved markedly over the last two years, benefiting from his own determination and Marcus Clutton's coaching. Tillbrook was constantly at the Am fight's sharp end. At Silverstone he rose from starting 13th to lead in the opening stint, while in Donington Park's finale he was fastest in wet qualifying. He's also gone a long way to eliminate errors that often undermine Am efforts. Loggie cites Tillbrook spontaneously when considering threats for 2023.



4 Sandy Mitchell
The 2020 champion continued to perform strongly this campaign, his second leading a Pro-Am partnership with Adam Balon. His season started slowly though, with three of the opening four races only bringing two points in total, something Mitchell didn't help with contact at Oulton Park and Donington Park. But after that he found consistency. Silverstone and Spa poles were his high points, as was winning under pressure in the former round.



5 Marcus Clutton
The ever-honest Marcus Clutton was not happy with his driving contribution in the early races of 2022. But, typically, he left no stone unturned to correct matters, which he did emphatically. He combines his driving what strong coaching and team management, and that he finished the season closing on Alexander Sims and Jules Gounon at the front of the pack suggests that there is not much amiss with Clutton's driving.



TOP FIVE GT4 DRIVERS

1 Sennan Fielding
His Steller boss Max Daymond was correct to state that this year Sennan Fielding grew to be the fastest on the grid. Despite being part of an 11th-hour effort with minimal testing, the 26-year-old topped four of the seven GT4 'Pro' qualifying sessions and was never lower than third. Plus his in-race charges and decisive overtakes were a round-by-round occurrence. The last of those, at Donington Park's finale, got him and Richard Williams the crown.



2 Darren Turner
The multiple Le Mans class winner continued to show all of his pace and polish in his second year alongside Matt Topham in a Newbridge Aston Martin, while also continuing to help Am driver Topham develop his skills. That they came so close to being the first Pro-Am overall GT4 champions in six years shows how they punched above their weight. And Turner often had to fight against the odds, battling past Silver rivals despite lower straightline speed.



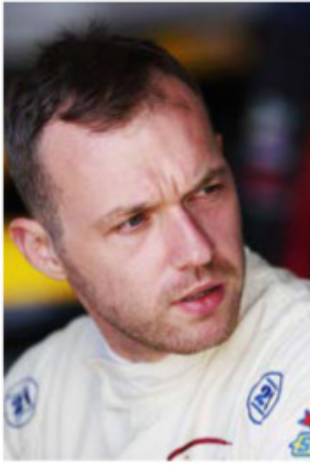
3 Jamie Day
The season previews didn't dwell on R Racing's pair of freshman 16-year-olds as likely GT4 title contenders. But they were just that in their Aston Martin, and Jamie Day in his GT debut campaign was its pacesetter, looking like he belonged alongside Fielding and Turner. Day also showed sharpness in battle, such as in fighting through to win at Spa. He's determined to continue in British GT, and it appears a star is born.



4 Matt Cowley
Matt Cowley was back leading the Academy Mustang effort, again with a new driving partner in Marco Signoretti: an entry, for the most part, confirmed only round-by-round. But Cowley looked like he would again get well into the title mix, after winning at Donington flawlessly then overcoming his resultant Snetterton success penalty by building a first-stint lead. But they lost victory there when Signoretti was hit off late on, and had persistent maddening bad luck from there on.



5 Will Burns
Reigning champion Will Burns has a frustrating 2022, wherein he didn't have much chance of defending his crown. His new partnership with Jack Brown lacked the potency of that with Gus Burton last year, plus this time the Century BMW often appear muted on pace. Burns though plugged away, leading Century's quartet of GT4 drivers, and managed to get a win at Snetterton. Driving while unwell at Spa underlined his determination.



MN AWARDS 2022

THE MOTORSPORT NEWS AWARDS: THE STAND-OUT PERFORMERS OF 2022 SET TO BE RECOGNISED

It is that time of year: we are on the hunt for your favourite of the season just gone. By **Matt James**



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

The racing and rally engines are on the verge of being switched off for the winter, and there are some golden memories from the last few months to reflect on. And that is exactly why the Motorsport News Awards are here.

We need your help as we aim to select our National Racing Driver of the Year and the National Rally Driver of the Year.

Check out the nominations on this page and it is simple to vote: simply head to our fastcar website and make your voice heard. Details of how to do this are in the panel above.

The other six winners will be chosen by MN's panel of experts. You can see the shortlists in the sidebar on this page. The results and the winners will be revealed in our December 1 issue.

RACING DRIVER OF THE YEAR - THE SHORTLIST

1 Tom Ingram
British Touring Car champion

2 Ash Sutton
British Touring Car runner-up

3 Jake Hill
British Touring Car Championship, third

4 Ian Loggie
British GT title winner

5 Luke Browning
GB3 champion

6 Alex Dunne
British F4 champion

7 Kiern Jewiss
Porsche Carrera Cup GB champion

8 Sam Weller
Mini Challenge UK title winner

9 James Kellett
Ginetta GT4 Supercup champion

10 Sennan Fielding
British GT4 champion



RALLY DRIVER OF THE YEAR



1 Osian Pryce
British Rally Championship winner

2 Keith Cronin
British Rally Championship frontrunner

3 Elliot Payne
BTRDA Rally Series champion

4 David Henderson
Winner in Scotland and on BTRDA events

5 David Bogie
Serial rallying winner in Scotland

6 Neil Roskell
MN Circuit Rally winner, second in Asphalt series

7 Matthew Hirst
Welsh Rally champion, BTRDA runner-up

8 Josh Moffett
Irish Tarmac champion

9 Steve Wood
Asphalt Rally champion

10 Josh Payton
MN Circuit series frontrunner

1 RISING STAR OF THE YEAR



2 HISTORICS DRIVER OF THE YEAR



3 SPORTING SCENE DRIVER



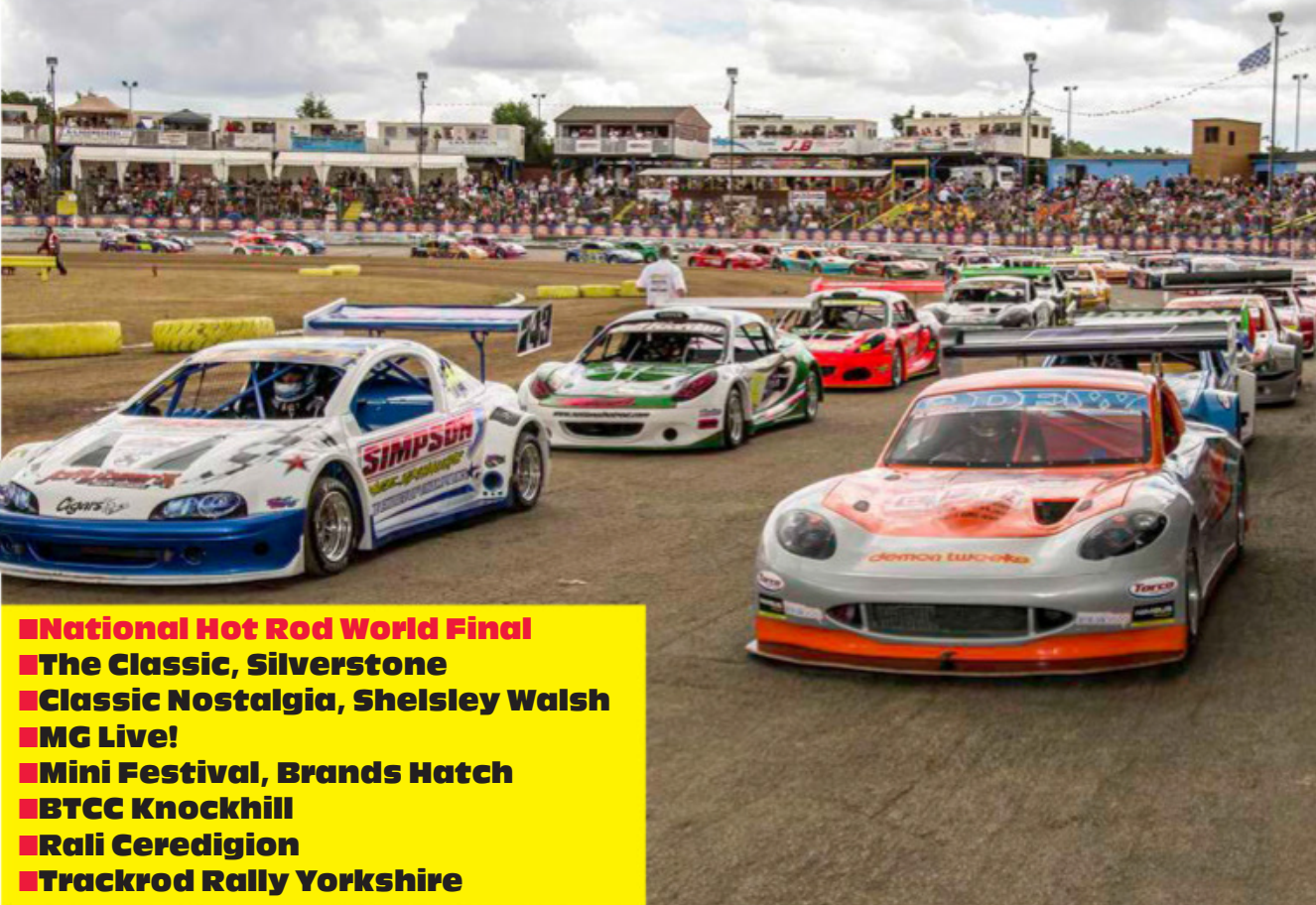
4 TEAM OF THE YEAR



5 SERIES OF THE YEAR



6 EVENT OF THE YEAR



FEATURE

TONY SOUTHGATE: MOTORSPORT'S TRIPLE CROWN DESIGNER

*Cars from his drawing board have won the Indianapolis 500, Monaco and Le Mans, and that's just the start of it as **Graham Keilloh** discovers*



Successful and prolific Southgate

It's probably fair to say that what Tony Southgate hasn't done in motorsport isn't worth doing.

This designer's CV is one that scarcely can be believed, as not only does it have extraordinary range it also has extraordinary success. Indeed he even is winner of motorsport's Triple Crown, as cars he penned have won the Indianapolis 500, the Monaco Grand Prix and the Le Mans 24 Hours with Jaguar and later with Audi.

Having cut his design teeth with the 750 Motor Club then Lola in the 1960s, Southgate went Stateside with Eagle where his car won 1968's Indianapolis 500. He then designed multiple innovative and successful Formula 1 cars with BRM – where in 1972 Jean-Pierre Beltoise took his P160B to Monaco victory – Shadow, Arrows, Theodore and Osella.

Southgate's longest stint was in the TWR Jaguar effort that rose to topple the ubiquitous Porsche and dominate 1980s' sportscar racing, and twice conquer Le Mans. Then after working on Group C Toyotas, the Ferrari 333SP, and developing a Nissan Le Mans car, Southgate was crucial in sharpening Audi into its Le Mans-dominating shape.

And that's not even the end of it. He's also stopped in at Lotus and Brabham, among other places, and he's even designed a Group B rally car with the Ford RS200.

We're therefore very grateful that he took the time to answer the Motorsport News readers' many questions. And given everything, it's best to find out first where these seeds started to sprout.

Question: *How did you first get interested in motor racing? And in design?*

Alexander Cameron
Via email

Tony Southgate: “Well I was always interested in mechanical things at school, anything really. My very first interest was things like boats, I loved boats, I made a little boat in my bedroom when I was a kid at 12 or 14 or something, and attempted to sail it. It was only a little boat about eight foot, seven foot long for sailing on the Avon, which was fun for a while.

“At school I was good at things like drawing and what we called metalwork theory and practice, which was about engineering. So I had a leaning that way and I got an interest in little model aeroplanes, and then real aeroplanes, because of people making their own

little aeroplanes in those days, fairly basic things with motorbike engines on the back and I thought I fancy one of those.

“But then I started going motor racing at about 14, going to races and I got hooked on that and I joined the 750 Motor Club when I was 17 where they catered for people like me, if you can build yourself a car and race it. And it took ages because I was an apprentice at the time at an engineering company, it took me about three years to finish this car. I attempted to race it in 1961 and it lasted about three races and blew up to pieces because it was an Austin 7 engine, they were very fragile.

“But then that coincided with me finishing my apprentice so I decided see if I could get into motor racing. Motor racing in those days was very basic, in the early '60s, and half the teams were just garages and they were weekend businesses almost. There was only a handful that actually employed people. I tried at Lotus, there was nothing going on at Lotus at the time. So I thought Lola's, because I wrote to Eric [Broadley, Lola founder] and he said 'come down and see me'.

“And I was living in Coventry then because that's where I was born, and I went down to see him in Bromley in Kent. I was used to, in Coventry, big factories and all that sort of stuff, and he had this weeny little workshop with about five or six people in it. And he was very ambitious and he got all these cars he was making, which was like landing in heaven to me, and he offered me a job, at way less money than I was already earning at Coventry, at £13 a week I think.

“Anyway, I accepted, he wanted someone to draw the cars, because he didn't do so much drawing. He was a quantity surveyor, most of his drawings were on the back of old plans of civil engineering projects, things like that, so he didn't have to buy paper [laughs]. I joined him in January '62, and he'd only been in business himself about three years, and like many of the others he did it as a hobby and then he produced that little 1100 sportscar which was the class of the field and he got lots of orders and so he took the big plunge and decided to make them and sell them and try to live off it.

“I joined him when he'd just got into the Formula Junior stages, he'd done the Mk2 and when I got there he was actually building a Formula 1 car, which I thought 'blimey'. So that's how I started.”

MN: You mentioned 750 Motor Club, a lot of designers started out there. So why do you think that was?

TS: “Well they offered the opportunity,

Photos: Motorsport Images



Le Mans win at last was a favourite

it still caters [to designing your own car]. I work for 750 club, I'm president.

"It's very different now, modern 750 club, well it's very very big. We add another championship every year so at least 20, 21 championships they've got, but mainly they're all saloon cars nowadays, sportscars. So it's very cheap and that appeals to most of the modern generation. However they still cater for building your own car, but that only attracts a smaller percentage, about 10% of them.

"But in my day because people didn't have any money, you couldn't go out and buy a race car unless you were very fortunate like Stirling Moss or somebody. But you could build your own. So 750 Motor Club started before the war, 1939, but obviously the war took care of that but afterward they picked it up straight away. And they created two formulas, the 750 which was the Austin 7 engine which is 750cc of course, and then the 1172 which was the Ford Ten engine. And they're dead cheap, the scrapyards were full of

these old cars and things so you could get yourself an Austin chassis for about five quid, and you'd strip it all down and use the bits.

"And so people built these things, it looked a bit like little Caterhams. And some of them got really ambitious and got carried away. And of course people like [Colin] Chapman came along, he won the 750 class, and then he went into the 1172 which was in the Mark IV Lotus I think, he won the championship with that. Then Eric came along, next year with his car the Lola, and he won the championship and so on. And there was Derek Bennett, the Chevron, he was another 750 man. It's amazing actually if you go down, I could name 10 people that came up through the 750 Motor Club that went to become professionals. Nigel Bennett for example who designed Penskes, a close friend of mine, Roger Silman who was race director at TWR.

"They all went that route because it's accessible to the man in the street, for very little money you could actually go racing, and that was the ethos of 750 Motor Club, still is. But it's obviously changed with the times.

"They still do the 750 Formula in the club, but they don't have Austin 7 engines, it's a Fiat engine, a bit more reliable, and they also do motorcycle-engine cars which are very popular."

Question: What was it like working with/for [Shadow boss] Don Nichols, as you did two stints with Shadow? Was he as demanding as we are led to believe, or do you have a different view?

Pete Smith
Via Facebook
TS: "I got on well with Don, no problem. Don was easy. He was a sort of mysterious

continued on page 24



Beltoise won in Monaco wet in Southgate's BRM

"Designers went to 750 MC because it was accessible"

Tony Southgate

FEATURE

bloke, because he used to work for the CIA at some stage, he was in the secret service in Korea and that sort of thing, and he was used to all the dirty tricks that they used to get up to in war times.

“Ideally he’d like to make a car that was all weird and different but he couldn’t quite understand if you make it weird and different it usually didn’t work [laughs]. Like he’d made a Can-Am car in America, it was meant to be like a go kart with a V8 in the back. Of course it wasn’t, it was just a weeny car, and trouble is of course with a weeny car you’ve got weeny brakes, weeny everything but you’ve got this great 650 horsepower engine behind you, which meant the bugger didn’t like stopping, they couldn’t cool it and all this sort of thing. It looked dramatic but it didn’t do anything.

“I tried to keep him on the rails a bit, which was difficult the first year or so but he settled down after that and it was alright. A good time, but there was always a shortage of money with Don because he used to keep money to himself. He had good sponsorship.

“When I came across, I was at BRM and it was the end of the BRM period, we weren’t going anywhere because there was no project to make a new engine or even to dramatically improve the old engine, we were stuck with it, and by ’72 it had become uncompetitive, although we did win Monaco in ’72. But Monaco you could get away with having a little less power but the V12 was very smooth and a big rev band so it was actually quite good for those sort of circuits, and the car handled well around there and [Jean-Pierre] Beltoise just blasted them all into the weeds.

“But because the end of the year I thought well this isn’t looking too good, I made the P180 a more radical car and it didn’t really do what I wanted because it came out a bit too heavy on the back. I put a lot more weight on the back to get more traction and so on, it later worked reasonably but not as good as I expected.

“So at the same time Jackie Oliver came back. I knew him from my first year at BRM, I’d been at BRM about three or four years. He was just one of the drivers in the beginning with [John] Surtees. Oliver came, then left, or got elbowed, he’d gone off to America, he was doing Can-Am for Don Nichols in the UOP Special. That was the sponsor, UOP, Universal Oil Products, lead-free fuel it was. And he came back to me, he said he’d talked Don into going into Formula 1, and he said ‘do you fancy doing designing the car?’

“And they hadn’t got anything, it was just Don and Oliver, that was it. I said ‘OK that sounds good’ because he’s going to have a Cossie [Cosworth] engine of course, so means you didn’t have to worry about a lack of engine power.

“So we got together and we ended up in Northampton because the company

called Bostrom who make suspended seats for trucks was owned by UOP and they said ‘oh we’ve got an old factory, you can have it if you like?’ It was dilapidated. [At] that moment it was useful and so we moved in there and overnight we put a team together and all in about three months we built the thing up.

“At that stage I didn’t see too much of Don because he hadn’t got a premises but about a year later we moved into the next road still in Northampton, into a dedicated little factory, and it was new and Don used to come there a lot. And he’d always be looking over the drawing board to see what I’m up to and chatting away. He didn’t dictate, he just let me get on with it. It was OK.

“I did nine cars for Don but towards the end they were always running out of money. We knew Don had the money, I think he kept it in a bloody great tin box at the bottom of his garden, because he used get a lot of money from the sponsorship but I think he hung on to half of it. He always had plenty of money but we were always scratching, and a lot of credit.

“But no I got on very well. OK there was the lawsuit but he was after Jackie Oliver there, because Ollie rushed off and wanted his own team, or a different team, and basically he sucked me and Rees [Alan Rees] into joining because if we joined the team would want to go with us so we went down the road, started Arrows, which was a bad move all round, certainly for me. And so Don went gunning for Ollie and you don’t want to have Don on the opposite side if he’s gunning for you [laughs] because he could be quite ruthless.

“But after the court case, which was a waste of time and money of everyone and just bugged two race programmes up, the Shadow and the Arrows, he [Nichols] used to be in touch with me regularly. I met him in America quite a bit, I was working for Ferrari then, and he was always turning up at the race meetings. He was always trying to get me to start another team, doing this, doing that, he was very very pally, I had no problems with him right to the end. Christ he was in his 90s when he died, and 18 months before he died he was still emailing me about a new project, and he said ‘we haven’t done a road car you know between us’, and I said ‘hang on, it’s a bit late in the day for that’ [laughs]. He was an interesting chap.”

MN sets the scene: Frenchman Jean-Pierre ‘Jumper’ Jarier drove in Formula 1 for Shadow between 1974 and ’76, when Southgate was there as designer.

Question: How talented/frustrating was ‘Jumper’ Jarier?

Paul Fearnley

Via Twitter

TS: “Jarier was incredibly talented, naturally talented as a driver. He could



Southgate's Eagle won 1968 Indy 500 with Unser

get in and within like five laps he’d go out and do some fantastic lap time. And then he’d want to go off enjoying himself or something.

“If he had the dedication like some of the modern folks do then he’d have been absolutely brilliant but he lost momentum. A typical thing, I remember at Dijon we had the DN3 Shadow, which was actually quite a quick car but we had the tragedy, the [fatal] accident with [Peter] Revson right at the beginning which really knocked us sideways. And [Jarier] was running I think about third quickest in qualifying at Dijon and he went out and he did about five laps, came in, said ‘oh, it’s understeering’, so I said ‘let’s try this’, [I’d] try and fiddle around.

“And we were in and out a few times, and then at end of the session we had a debrief and I said ‘what happened to the understeer?’ And he said ‘well I fixed that, I just put two and a half onto the rear brakes’, and I said ‘you’re not supposed to do that’. Because in other words he’d go into the corners with a bit more rear braking so it starts to lock up the rear which would cause the car to slide at the rear, cancelling out the understeer. And that would be typical Jarier, he could do that.

“What would happen [is] he would go out and do his quickest lap in about five laps, and that would be it. From then on

he wasn’t that interested in it. Whereas someone like Tom Pryce who was in the same team with us would run from start to finish flat out and do whatever you wanted, ‘try this, try that, try this’, he was incredibly enthusiastic. And you couldn’t get rid of him, once the practice was over he was in the garage hovering around. You wouldn’t see Jarier, he’d be gone, off to lunch with some woman, that sort of thing. He’d got massive talent but he didn’t have the dedication that some of the hot shots have. If he had he could have been World champion.

“Unfortunately we had a few times when he was really running super and the car let him down. Brazil was the best example, in the DN5 that was in ’75, we went to Argentina and Brazil and he was on pole position for both races, just like that, bang. And in the first race the crown wheel and pinion broke, brand-new Hewland 200 LD, supposed to be the stronger better all-trick gearbox, the crown wheel broke on the warm up lap. So that took care of that.

“The second race he was massively in the lead, he must have been 25 seconds in the lead, 30 seconds, just cruising away, he’d got zero opposition, because the car had actually been developed in a rolling road windtunnel, the first car on the grid that done that because it was a very new development. I used to do all my

windtunnel work in Imperial College in London, they built this rolling road which was brand new and I’d been going there for some time, so we were first in the queue to use it because people didn’t know about it.

“And as soon as we started running it there was a difference. The loading, there was a good 10 to 15% more on the rear with the rolling road, and I thought that’s not right, so I corrected it all so that we got back to the 40-60 split which was what I was after, so you’ve got 40% of downforce on the front, 60% on the rear. And the result was it really nailed the front, the front was really really positive turning really sharp which is what the drivers usually want.

“So the DN5 was the first car developed on a rolling road and it was showed immediately it was superior. And anyway he [Jarier] was miles in the lead [in Brazil], and about halfway through the race, this was the Cosworth engine of course and they’ve got a Lucas metering unit in the vee and the fuel is regulated by a cam, and the cam seized [laughs]. And that was it, the car just stopped.

“After the race, when the engine had all cooled down, they brought it back and they started it up in the pits. Now I doubt if that’s ever happened to any Cosworth engine on the planet, but it happened to us, that’s a typical Shadow [story]. They

“I shouldn’t have left Shadow for Arrows at all”

Tony Southgate



Southgate talks through his concept of the radical Arrows A2



Southgate got on well with enigmatic Shadow boss Don Nichols



Arrows A2: striking but unsuccessful

were a bit unfortunate with quite a few races we could have done very well but something stupid like that intervened. But it was out of our hands, we just got the engine and put it in and it's just one of those things. But there that was a great tragedy because he'd have won that and he would have been a superhero."

MN: Was there any particular reason why the pace from Argentina and Brazil didn't continue in the rest of the season?

TS: "Well it did at certain circuits, those circuits must have for some reason suited the car. Also other people were catching up because they look around. The trouble with the aerodynamics you can see the car, you can see the aerodynamic surfaces, they're in front of you, and anyone who's got half a brain designing cars can say 'oh that's interesting'."

"We managed to have more downforce than the rest of the grid for sure, the only snag is it had a little bit more drag than others so it wasn't so keen on high-speed circuits, we'd be 5mph off top speed of some of the others because of the extra drag. And I hacked all the wing off to get the extra straightaway speed but that would bugged up the handling, drivers preferred it with more downforce through the corners as they always do."

"Some of the other circuits like Monaco it was very quick. But then, I'd produce the DN5 which was very good but Don

would then want a Cam-Am car as well, or a Formula 5000, so I'd have to go and do that which detracted from the development of the Formula 1."

"And that's been the story of my life basically because when I was at BRM we produced a car and I just got the car out and [Louis] Stanley wanted a bloody Can-Am car and we said we haven't got time. Unfortunately I wasn't strong enough in those days as my wife has said to me many times, you were the one that got the ace car, you can say 'get stuffed', but I always got manoeuvred. Don did it, BRM did it and so on."

"So after Formula 1 I had to go straight to a Can-Am car which meant that if there was anything wanted sorting out it took a lot longer on the Formula 1 Shadows, compared to say if I was at Lotus when we used to sort it out overnight. I worked there [Lotus] for a while, I was chief engineer for a while and things happened so quick it was untrue, because they weren't detracted, they only did Formula 1 and nothing else, and they had a very different system there and it worked bloody well. And it was a bit of a madhouse, but they sort of got the job done in a mad way. If we'd have had that approach at Shadow we would have definitely done much better, well I think half the people would have left [laughs]. Yeah so Don was good,

Shadow was good, we tended to lose out on development time or we didn't have the money to develop."

MN sets the scene: Southgate and other senior figures from the Shadow F1 team left in late 1977 to form the new Arrows team. However Arrows' first car, the FA1 for the '78 season, after Nichols sued for copyright infringement was found in court to have copied the Shadow DN9 that Southgate penned before he left. Arrows then in mid-'78 had to produce a replacement car, the A1, in double-quick time.

Southgate then designed the radical and distinctive Arrows A2, seeking to maximise the de rigueur ground effects of the time, and it made its race debut midway through the 1979 F1 season.

Question: *The Arrows A2 you designed was highly interesting and innovative. What was the main reason it never produced any results? Was it due to the nascent knowledge of ground effects, the lack of time and money to develop the car or just a design that wasn't as practical as it appeared? (By the way, I really love that car...).*

Guilherme Andre M Ribeiro Via Facebook
TS: "It was all about aerodynamics, basically it was an aerodynamic exercise. We'd taken a battering in the courts, and the FA1 was a good car but that one was controversial because basically the FA1 and the DN9 Shadow was the same car, because on the Friday I finished the Shadow and it was 95% finished when the break up took place, and on the Monday I was drawing the first Arrows."

"Obviously you don't change your philosophy over the weekend so the Arrows looked very much like a Shadow DN9 but actually it was slightly nicer, it had better nose treatment, a few things I had time to sort out, a different airbox and things like that, not much. And then of course Don was pissed off because he'd lost all his best people and he got all his lawyer types out and got a bit carried away. I said to Ollie while this is going

on I think we're going to lose this case here, I said you can't win it, I said the best would be a sort of a draw, which means they'd put an injunction on the cars which means you won't have any cars to race, and we'd got good sponsorship, we had Warsteiner."

"And I said we could produce another car really quickly, but I said we're running out of time. This went on and on and on, and eventually we could see the end of the case and I said this is minimum time we're going to need to make [it], I said well let's produce another quick car, and by quick I mean manufacture it quick."

"So we built the A1, first car was finished in 57 days and we had two cars in 67 days. Nobody believed that we did that but I we know we did it. And there was nothing we [shared] with the DN9 Shadow, you couldn't take the throttle pedal or the brake pedal or something daft that like that, the steering wheel, from one car to the other."

"Literally they've got an injunction on it [the FA1] on the Monday and on the Tuesday we were testing the new car at Zandvoort. And of course it was painted the same and Don thought we were still using the old car because he wasn't quite so sharp on the visual side of the differences between the cars. And so he served another injunction."

"And the lawyer came round with his entourage, they'd take over the place, they'd surround the place with men at all the windows in case you try to sneak out the back, all that type of thing. And he brought in some expert witnesses, a couple of engineers, and he said 'let's have a look at the front axle', so I produced a drawing of the front axle, which of course was nothing like the Shadow's, then he went about three things around the car and it's completely different. And then the lawyer turned to me and put his hand out and said 'congratulations, you've got it right', and then walked off and disappeared. As he went out I said 'f**k you'. But anyway all that had done was cost us monumental time, effort and money, and it was all our

fault, self made, I shouldn't have done it in the first place, I shouldn't have left Shadow at all."

"Anyway, that's all history [laughs]. But in response to all that I was still doing windtunnel testing and looking to the future, and of course it was big into ground effects then and I knew Chapman, because I had worked for Lotus. He liked to be a groundbreaker. Chapman didn't want a car like anybody else, he wanted to be different always, but quick."

"And we used to talk about a car with no wings, so it just relied on the ground effect to generate the downforce, and we thought it's possible. So in the windtunnel the A2 was producing massive numbers, bigger than the what you might call conventional, that's the Type 79 Lotus, which was the one that everybody copied, [it] won the championship with Mario Andretti"

"I thought bloody hell this is good, and it didn't have a wing on the back, but of course everything else was different about it. It was a double-skirted thing and upside down it looked like a boat, it was totally clean. And the driver was lying down at 25 degrees Jimmy Clark-fashion, so very low, and it was just a bullet nose, and it didn't require front wings."

"It's super clean and the reason was I had the engine and gearbox at quite a big angle, two-and-a-half degrees. And I did that [because] I said [to Oliver] we keep getting these bloody numbers for this shape. And we pondered it and pondered it and eventually we got carried away with numbers consistently, whatever we did was consistently good, and said 'OK let's make it'."

"But I made one big big mistake. I neglected the centre of gravity, because although the driver's low down, it looks low, the engine was high and the engine is of course the bulk of the weight. When I say it was angled at two-and-a-half degrees, the angle started with the driver's bum, so by the time you got to the front of the engine, because you got the fuel tank in the middle, the engine was already lifted about two inches higher



Southgate also worked well with TWR head Tom Walkinshaw

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than it would be in a conventional grand prix car. And the gearbox was even higher. Aerodynamically the car was fine but of course get into a corner and it just fell over because of the centre of gravity.

“And the only way you could prop it up was with very stiff springs or stiff anti-roll bars, which then bugged up the handling. I know [driver] Jochen Mass is convinced if we’d have put some very stiff anti-roll bars on it would have been OK, all this sort of thing, well that’s what he believes, because for some reason he liked the car. It just didn’t like corners, because of the centre of gravity and that was a cardinal mistake by me, put my hands up.

“If I’d have put the engine level like normal so we wouldn’t have lost out at all on the centre of gravity compared to other cars I’d have lost a big chunk of downforce, about 250 pounds, which as a percentage was quite large in those days, and I was aware of that. I took the gamble, I was thinking the aerodynamics would be so superior that it would overcome it, but it didn’t [laughs].

“But to drop the engine, because the whole car was designed around the engine being at an angle, was such a monumental change really you’d have to make a new monocoque. If that had been a Lotus project Chapman after about two days would have said ‘right then, we want a new monocoque, engine down like that’, all that sort of thing, dramatic, and they’d have worked like stink, and the bugger would have turned out 10 days later with a new car, the car would have looked the same but with the engine level.

“But he’d made a car called the Type 80, which was exactly the same concept funnily enough, and they had a lot of trouble with that.”

Question: What was your best moment when you worked for the TWR Jaguar team and which driver in the team did you like working with the best?

Adam Stokes

Via Facebook

TS: “There’s too many moments. Obviously the great moment was when we won at Le Mans in ’88. We’d been knocking on the door for a long time but reliability for 24 hours is very tricky. Our biggest problem would be the gearbox because it was a manual dog-change gearbox.

“We were always changing the gearbox during the race, it just takes a long time, about half an hour to change a gearbox for various reasons. And the Porsche had a reliable transmission, they had a synchro gearbox which was unusual. And we even considered putting Porsche’s gearbox on the back of the Jag would you believe, we looked into it, and actually we got hold of a box but we chickened out in the end.

“That was the biggest problem with the Jaguar, the gearbox. In ’87 the car was at its quickest then, but we had bloody mechanical problems. In ’87 I think we

won every race except Le Mans [laughs], but that’s the one we wanted to win of course and Porsche won that because they were good at just going round and round and they did. So ’88 obviously, it was terrific. It was the third attempt, we thought it would take two or three years to win and it did, but that would be the best.

“In ’87, that was a terrific year [season]. And then we had a load of drivers, in ’88 we had 15 drivers at Le Mans, five cars and 15 drivers [laughs], it was a madhouse, but it was OK. On the driver thing, we had our regular drivers, [Martin] Brundle was the lead driver, and Tom liked him, he was really invariably the quickest, but then the car was set up around him so he would be, and the others had to adapt.

“But when you got to [Jan] Lammers’ car, which was the car that won the race, they are the younger drivers and they were much easier going. They all had similar likes and so on, so that was a much easier car to set up. That car was [Andy] Wallace and Johnny Dumfries.

“I loved Johnny, because he was great fun. All three of them were bloody mad, they were like the young wild team, they’re the most exciting bunch to be with. Because Brundle was quite serious and so on, and Wattie [John Watson] was all serious. Wattie was fairly quick, but he shared with Brundle and he didn’t like Brundle’s set-up. There was a time when in another race where Brundle dropped out or was out for some reason so Wattie took over, he became like the lead driver and I’d twiddle it a bit just to suit him, and suddenly he is going like a second quicker than anyone. And I said ‘that’s bloody fantastic’, he said ‘the car’s set up to suit me now for the first time’.

“But they were all good. I mean obviously Brundle was the quickest and was the most professional, dedicated. Wattie was of course but he was number two to Brundle so he couldn’t call the tune so much. And the young lads well they were just dead easy to work with, they just got on with it, Lammers and co. [Eddie] Cheever was very good, and of course there was [Derek] Warwick. We had terrific drivers, Cheever and Warwick were fantastic.”

Question: How was working for

[TWR boss] Tom Walkinshaw?

Chris Phillips

Via Twitter

TS: “Great. I had no trouble whatsoever with him. I know a lot of people moan about him. He was a bit of a dodgy character. He was trying to get to the top in record time, that’s why he desperately wanted to get into Formula 1, well it finished him off in the end didn’t it?

“But when I worked for him he just [said] ‘do whatever you want Tony as long as you use that Jaguar engine’, that’s it. He wouldn’t come and boss me around or tell me what to do, he was very happy, we got on very well actually.



MN's own Alan Henry tries an Arrows as Southgate looks on

Looking back I should have been a lot closer to him because it might have been more fun, because he was often a bit distant, he’d be going off doing one of his other businesses and things.

“He was very ambitious, but he was bloody good. He did upset a few people over the years with dodgy dealing and so on, that’s nothing unusual in big time racing. So no, no problem at all he was very good. Very sad to see him die so early with that bloody cancer, just tragic.”

Question: Please tell us about your last race car (the phone call from Germany) job, as you told me and Fluxie [Ian Flux] at the BRDC AGM! Brilliant! Martin Short

Via Facebook

TS: “When Group C finished I worked for Ferrari for a while doing an IMSA car which was a super project, working for Ferrari was like having a passport to anywhere.

“We went to Le Mans in ’96. Andy Evans who ran a couple of the Ferrari 333s he wanted to go there, but Ferrari didn’t want to finance it so he said he’d finance it, because he had plenty of money, he was a big mate of Bill Gates. And so I built a Le Mans version.

“When that project finished I massaged my way back into TWR because they wanted to get into GT, because you’d gone to GT racing at Le Mans. They were working on a project because of course me going along helped to get the project and they ended up with Nissan. They made a car but we had massive gearbox trouble the first year all the bloody time, the same as Jaguar.

“But we went on for the next year, the next year the car was OK and reliable. We had Williams Formula 1 brakes on it, the anti-locking things, you could drive flat out in this thing in the wet and it just used to lock, and jiggle the power while locking, literally locking the wheels so that the thing wouldn’t spin or slide, it was amazing.

“And it worked, we thought how it’s going to last 24 hours and bugger me

it did [in 1998], because all the testing we did it could only go about 20 minutes without trouble. Eventually we got through all that, then Nissan ran out of money big time. Then we tried to do a car for them on the cheap, a completely new car, in my [autobiography] book we’ve got the drawings of it, because we never actually made a car, but we did all this windtunnel testing and big aero package and it was very slippery looking car. In fact if you look at it the Audi became very much like that Nissan project, especially the rear part of it. And they ran out of money and Tom couldn’t finance, he said we were skint, so we’d have to fold the whole project, which was tragic because they lost some really really good people.

“So I suddenly found myself on the dole. I thought bloody hell, because I would have been around late 50s, 58, and I said I want to retire at TWR. I’d been at home about two weeks and I got a phone call from [Gian Paolo] Dallara, because he’d read in the papers something that we’d all folded up and he knew I’d be available. And he said ‘I’m working on a car, making the monocoque for an Audi, it doesn’t work because they need some help, are you interested?’

“And I said ‘well I don’t know’. And he said ‘can I say you’ve given me your telephone number, and they’ll perhaps give you a call?’ And I said ‘OK then, alright’, and I put the phone down and thought I wouldn’t hear anything for a while from that, if at all. And about 20 minutes later, I’d hardly had time to sit back and digest what Dallara had been saying, the phone rang and they said ‘this is Dr [Wolfgang] Ullrich [Head of Audi Motorsport] here’

“He said ‘we have a Le Mans car, but we have some problems with it, can you have a come and have a look at it for us?’ I said ‘OK, so when do you want me to do that?’ He said ‘tomorrow’ [laughs].

“So they’d built this car and it was a bit of a mess, it was like 100 and something pounds overweight and all that sort of thing, also lots of other bits were funny on it and nobody had claimed to design it,

or the designer had left and all that sort of rubbish, so nobody would take responsibility. It really wanted a start-again job but if I thought well if I say scrap it I haven’t got a job, but if I say well we could develop this, I’ve got a job, so I thought OK I’ll have a go at it.

“That was called the R8R, it came out in ’99. We heavily revised the bodywork, all the rear tail treatment [was] very flat and it actually looked incredibly similar to the Nissan project that never happened. The front was different, the nose area. And it ended up going reasonably well.

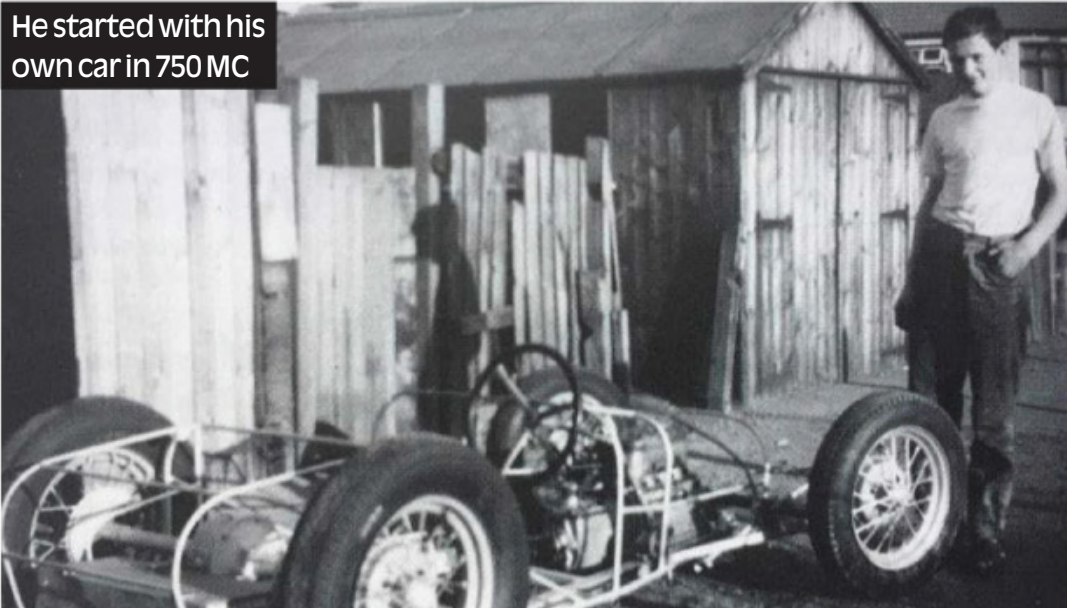
“But the beauty was during that project a young chap dropped in at the office in Germany, and he spoke to the resident chief engineer at Audi, and said ‘I’ve got this pneumatic gearshift mechanism which I use on motorbikes, I design it for long-distance motorbike racing’. And he showed us I said ‘it looks good doesn’t it?’

“A normal gearbox change mechanism is clumsy and if the driver doesn’t get it right it damages the dogs each time and of course in 24 hours there’s no chance you’re going to get it clean all the way. So a sequential was much better and this pneumatic shift meant that the driver didn’t have to do the clutch and everything. I thought ah, that’s the weak link, because you cut out the driver changing the gear basically, you just hit a paddle, and you have a little computer programme that disconnects the clutch and engages the gear and all that sort of thing.

“So we said it looks good and ordered three of these kits, this is in parallel with the regular development on the R8R, it was a roadster open car.

“Unfortunately at that same time the big boss at Audi he suddenly says ‘I’m not sure that a roadster’s the answer, I think we need a coupe car, a coupe car will be quicker’. And I said ‘well I’ve done both’, so I wrote down a list, because Ullrich said write out what do you think are the pros and cons of a roadster and a coupe. So I said ‘well the coupe will be 10% less drag which is better straightaway speed, but you’ve got a bloody

He started with his own car in 750 MC





Southgate helped the Audi to third on Le Mans debut

windscreen, you've got doors, ventilation to worry about, and it's heavier because of those extra bits.

"On top of that, because it's a GT car you've got to have narrower rear wheels, two inches narrower than a roadster, the roadster doesn't have doors, doesn't have to ponce around cleaning screens and so on and so on, it's lighter, and you've got the same power of course and everything, but you're a bit slower on the straight, but you're quick through all the corners and traction." I said 'I would go for the roadster'.

"But he said 'I'm not sure, let's make both'. I thought oh God, this is typical, this is like I was saying with BRM and Shadow where you get off with a new project and they suddenly, this is September and he said he wanted a coupe making so we can run it in April. Fortunately the R8R was quite well developed by then, so dropped under this car and it was just another mad project. It was the last car actually I drew by hand myself.

"The car [the R8C] looked great, terrific and all this sort of thing and it went quick down the straights but of course it was slow round the corners, surprise surprise. And so the roadster was really the better option, but they were quite happy to do that, so we made a coupe.

"However when it come to the race, in

the lead-up to Le Mans, I pointed out to Ullrich what you've got to be able to do is change the gearbox quickly in the race, because it's inevitable we'll have gearbox trouble based on years of experiences. I said I'd heard that Peugeot had changed their gearbox in 17 minutes, which is fantastic I thought, compared to Jaguar times.

"So the target was 17 minutes, and Joest were running the team, so they got busy. We said to them change the car so that dry break couplings and God knows what need a space, make special tools all this sort of thing, so you change the gearbox very quick. And they came back, they kept [saying] we're getting it down to 15 minutes, then it was down to 11 minutes, we thought oh bloody hell this is looking good, and then they got it down to about nine minutes.

"So they then did a load more work including breakaway couplings on the brakes, and no way would I have pushed my luck on that, that's too critical. But anyway they gambled and they got all these fancy aircraft couplings and whatnot, and they said that we could do it nine minutes easy, and they said we think we can do it even quicker if we set up the pits to suit.

"We were on the pneumatic shift on both the roadsters, and the two coupes were on manual shift, and in the race both the coupes went out, one went out with gearbox trouble, the other went out with an engine problem, but the roadsters didn't have gearbox trouble because of the pneumatic shift. One came third which was a good result for the first time I thought.

"However even though it came third we'd changed the gearbox during the race, and we changed it because we knew from the previous test session in April, we brought the car in and drove it straight into the pits and once it's in the pits you've got the shutters down you're allowed to have as many working the car as you like, while if it's outside you could only have a maximum of six I think, and you can only fuel or change the wheels at one time, you

can't do it all together. So it took about four minutes or so doing a normal fuel and tyre change.

"So anyway the car was zoomed into the garage, shutters came down, we must have had about 10 engineers with stopwatches standing around, all the mechanics descended on the car. Above the car there was a crane with a complete back end of a car, gearbox, rear suspension, the whole lot just hovering on a crane.

"The body came off in two seconds with all this quick fastening, and it included the wing. All the other bits came off in rapid time, all the underfloor, out comes the gearbox, down goes the gearbox, plugs straight on the back, about half a dozen bolts or whatever it is, all with the special sockets, special spanners and God knows what, bang bang bang, drops it on the floor, 4 minutes 52 seconds. And they've put a new gearbox on.

"I said we could do this in the race. So he came in, changed it, once they were in [the garage] and they put new tyres and God knows what, and fuelled it, and it went out and everyone thought we'd just done a normal pitstop, and didn't realise we'd come in and changed the gearbox. And the car went and came third and that was the story of that, and that was all absolutely genuine.

"But at the end one of the Audi directors standing next to me when we went over the line and came third, and I turned round and said that's a bloody good result for the first time out at Le Mans, and he turned to me and said 'that is the least we can expect' [laughs]. That was typical, if they knew what the bloody effort that went in to produce one of those cars, it's easy to say we expect to win first time. But anyway the next year we came first, second and third.

"And we did 1000-kilometre testing [with] that roadster with the pneumatic shift and we took it back to the factory, and I picked up the dog rings and I looked at them and thought 'Christ'. I took it to the chief engineer and said 'hey look at this, this dog ring looks brand new, we've

just done 1000 kilometres and it's brand new, it should at least have all the edges worn off around it but there's not a mark', I said 'the pneumatic shift is doing that, it's made the gearbox 50% better'. And of course five minutes later everybody and his dog was making pneumatic shifts, the word got around.

"The engine was dead reliable because I said 'don't go for power, you've got to be 100% reliable', I said 'I'm getting fed up with you're getting everything just right and a valve drops or something else went wrong'. And so the engine department loved it, because scraping out the extra 10 horsepower that often makes the engine a bit marginal. The engine would run 48 hours on a dyno, so we knew we were in good shape."

Question: Any unfulfilled ambitions in motorsport?

Chris Phillips
Via Twitter

TS: "The only thing I would like to have done was won the World championship in Formula 1, because I won the American championship, Indy as well, and Le Mans. I just won Formula 1 races but not the championship.

"But I never actually chased [it]. In Formula 1 to win a championship you've got to have all the right things in place. Start with you've got to have the money, if you haven't got the money forget it. You've got to have the talent, the talent includes you've got to have the drivers, the engineers, mechanics, etc.

"And team leadership, the teams in my day they were all run by somebody like a Chapman or [Frank] Williams, [Ken] Tyrrell, these people were real racers and you've got to have somebody like that at the helm otherwise it's never quite as good. You get all that lot together and you've got no excuses [laughs].

"I never really wanted to start a company myself, I was quite happy working for other people. In fact working with manufacturers, I felt sort of privileged to design Jaguar's car or design Audi's car, or Ferrari, to me that was a

terrific compliment. Whereas if you take someone like Patrick Head, who I know well, he worked for Lola, I was the first person ever to work for Lola's, first person in the drawing office. After that they got bigger, and so loads of people went through the drawing office on route to other things, [Lola] were like where you served your apprenticeship. Patrick Head was one, John Barnard was another, Nigel Bennett was another and so on and so on.

"And what the case was with someone like Patrick, he left there and he went to Frank, and he stayed with Frank for the rest of his life, and they work great as a team, so they got out exactly what they put in. I was off flitting around, two years here, three years there, that type of thing, because it appealed to my nature. I did work with Tom [Walkinshaw] for six years, which was quite long, and I was happy to work with him longer, because I was happy there. But when you're younger it's a bit different, a lot of people would be asking me to go and work for them, so I'd get flattered and go.

"When I went back to Shadow for the second half, which was bad news, I shouldn't have gone back I suppose, I turned down Renault for example. Renault wanted to do a Formula 1 car and they wanted me to design it, and it was a turbo, nobody knew anything about turbos then, they were the first. And I didn't have the confidence to go and work in France, because I didn't speak French, and I know the French are really a bit tricky with working.

"So it was just winning the F1 title. To do that I'd have to stay with someone like, I don't know, Lotus, but I wouldn't have wanted to stay with Lotus. It was, as I've often said, a great experience not to be repeated [laughs]. Eagle were hoping to do that but ran out of money so we just concentrated on Indianapolis. Arrows and Shadow of course were never in the picture and BRM didn't have an engine to compete with Cosworth in the end, so that took care of it." ■

"Dr Ullrich said 'we want you to start tomorrow'"

Tony Southgate

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FEATURE

Photos: FIA Motorsport Games

THE MOTORSPORT GAMES: A GLIMPSE INTO A STRONG FUTURE

David Addison sampled something slightly different in France last weekend



Cross Cars were part of the action in the south of France



Fans enjoyed the entertainment



Nations did battle at Paul Ricard

Rarely have racing drivers from Mozambique rubbed shoulders with Felipe Massa or have Le Mans class winners needed to be concerned with electric car on an Auto Slalom. And yet these are a couple of things that make the FIA Motorsport Games unique.

After a pandemic-induced hiatus, the FIA Motorsport Games was back last weekend at Paul Ricard and was bigger than before. In 2019, Vallelunga was the chosen venue, with Rome hosting the opening ceremony. Paul Ricard, and by association Marseille, were there hosts for the 2022 edition that had grown like topsy from the toe-in-water Italian event. Then there was a GT class, touring cars, Formula 4 and drifting with karting slalom



Classic rally stages were used

and esports thrown in for good measure.

For 2022, promoter SRO had gone gang-busters with as many disciplines represented as was feasible. Those classes were all back, added to the new GT Sprint (a 60-minute single driver shootout), karting for seniors and juniors plus a four-hour endurance event, rallying for Rally2, Rally4 and historic classes, auto slalom and Cross Car for both juniors and seniors. It was a Herculean project for SRO's Anthony Comas and it wasn't plain sailing as travel dramas in the Far East negated Chinese interest and made life tough for the Hong Kong team, and the obvious situation in Ukraine made reigning champions Russia unwelcome.

Then, the proposed LMP3/GT3 race was binned due to a small entry (blamed on a different tyre supplier) and, oddly for SRO given its heritage, the GT entries needed a lot of work.

In the end, though, it all came together and 72 nations were represented, with Spain the only country to field a representative, or rather athlete, in every discipline.

Did it work? Hell, yes. Don't make the mistake of treating the FIA Motorsport Games as a race meeting. It is more than that. It is as close to a festival of motorsport as you will get. Paul Ricard was a good setting with space for a proper drift course and a permanent kart circuit

with an infrastructure to boot. The rally had local roads, used for Rallye Sainte-Baume, to call upon plus a special stage at the circuit each night. Here, though, one must appreciate the nuances of the event that allow you to play with the rulebook. There were 14 special stages in total, the last being at the circuit... OK so far?

After SS13, the top three in the classification went head-to-head in a three-lap dash (with different lanes) on the circuit and it was those places that determined the medals. In other words, the 13 stages only generated an order for the shootout. I can hear the rally fan spluttering over his ordnance survey map... but the idea worked.

The crowd was recorded at 45,000 over the two main days which sounds good although bear in mind it was free admission. Register for a ticket and you were in. So, no ticket money but there was revenue from other means and if a few new motorsport fans were attracted, then surely that was a good thing.

A fan zone, including the podium, was a big hit with the winning car driven to the foot of the podium and fans being able to lean on it as the winning drivers waited to be called to the presentations. Imagine standing next to Usain Bolt after an Olympic-winning dash or a World Cup footballer after the final whistle. Exactly. The FIA Motorsport

Games took the sport to the people.

One aspect that is fascinating is the entry. Taken from a circuit racing standpoint, the GT, touring car and single-seater entries were all numerically good but the real interest came in the fact that drivers weren't up against their regular opposition. That generated some interesting racing and unearthed a few new stars over the weekend as well, and while one or two drivers showed their inexperience, there wasn't a single entry list that lacked quality. The touring car stanzas produced proper tin-top racing and the GT Sprint underlined how good the top-drawer GT3 racers are. You could argue that the rally entries could have been stronger, but give that element time to grow. Like all these things, people need to see it to appreciate it and equally a two-year break didn't help momentum.

So, in the plus side were good competitions and lots of fans. In the negative were small GT grids, a reflection on how much GT racing there is perhaps, and traffic chaos to get out each evening, but everyone was massively positive for the event. For 2024, it moves to Valencia and there is talk of motorbike racing and, whisper it, boats as well...

More than any event around, the FIA Motorsport Games is a true and positive advert for motorsport in all its forms. Long may it continue. ■

Italy rocks all over the motorsport word

Italy was the winning nation in the FIA Motorsport Games, partly thanks to two gold medals in the Rally4 and Historic Cups from Roberto Dapra and Andrea Zinlan. Andrea Kimi Antonelli won Gold in Formula 4 while Mirko Bortolotti's Silver from GT Sprint sealed the deal.

Antonelli was dominant in F4, the Italian and German F4 champion winning the Qualifying and Main Races, while Eric Debard and Simon Gachet were fortunate winners of the GT Cup for France. Having been defeated by Germany (Valentin Pierburg/Fabian Schiller) in both Qualifying Races, Debard was being reeled in by Schiller in the Main Race when a safety car brought the fight to a stilted close. The UK was third, Ian Loggie being joined by British GT rival Sam Neary at the 11th hour after team captain Chris Froggatt fell ill.

Gilles Magnus took his Audi RS3 to Touring Car Qualifying Race honours but a broken driveshaft after a lap of the Main Race handed Gold to Tom Coronel for the Netherlands, while a time penalty for contact dropped the Republic of Ireland's Jack Young to third. James Baldwin took Gold for the UK in the well-subscribed esports competition, Matt Campbell was the victor for Australia in the GT Sprint, while local ace Mathieu Arzeno took Rally2 Gold for France.



Italy came out on top of the charts

RALLY REPORTS

Photos: Jakob Ebrey

CAMBRIAN RALLY: BRITISH RALLY CHAMPIONSHIP BY LUKE BARRY

OCTOBER 28-29

WORLD STAR SOLBERG SHOWS THE WAY ON CAMBRIAN BRC FINALE



Oliver Solberg came, saw and conquered



Ruairi Bell claimed the top BRC points

Weeks after losing his Hyundai Motorsport drive in the World Rally Championship, Oliver Solberg responded in perfect fashion by winning the Cambrian Rally in Wales – while Ruairi Bell claimed his first British Rally Championship event win.

In the absence of newly crowned champion Osian Pryce and season-long rival Keith Cronin, Solberg was the overwhelming favourite for victory as he returned to a Volkswagen Polo GTI R5 for the first time in two years – using the same Melvyn Evans Motorsport chassis Pryce used to win the championship. And Solberg duly delivered, although not immediately.

For the first time in Cambrian history, an asphalt stage – Nebo – kicked off proceedings on Friday night but gave crews a dilemma. Given there was just a 15-minute service overnight before the eight classic forest stages the following day, their set-up for Friday’s Tarmac stages would have to be a compromise. At least that was the common thinking – but James Williams didn’t subscribe. His Hyundai i20 R5 arrived at the Llanwrst start in basically full Tarmac spec. “I wasn’t feeling any pressure, but now I am!” quipped Solberg,

glancing over his shoulder at Williams’ Hyundai.

Unfortunately, Williams would never find out if the gambit was worth it. Very early onto the six-mile stage, Williams headbutted a haybale chicane and pulled the turbo pipe off. That set the tone for what would become a very trying weekend. Solberg was first in but not the quickest, that honour going to Garry Pearson who notched up his first-ever BRC stage win and a fantastic screenshot with a time 2.2 seconds up on Solberg. Where had that come from? “I’ve no idea,” Pearson said.

Solberg, though, wasn’t pushing. “I was driving so safe,” he said. “It doesn’t matter if I gain two seconds or lose two seconds, tomorrow is where it counts.”

He seemingly ignored his own advice though, beating everyone by four seconds on the second pass to storm into the overnight lead.

As fun as Friday night was, Clocaenog East, Brenig, Alwen and Penmachno – these were the stages Solberg had made the trip over for. This was where the WRC star was expected to really stretch his legs, and he certainly did just that. Some 9.8s up on the first gravel stage showed the difference in class, and Solberg didn’t relent. Despite again insisting he “wasn’t really

pushing,” the 21-year-old made it look easy as he romped to seven of eight stage wins (a misted-up windscreen put paid to the clean sweep) on Saturday to record a dominant 1m51.8s victory over Bell’s Skoda. There was an element of risk involved in entering the Cambrian – had he been beaten he would’ve been made to look a bit daft. But instead, it was very much mission accomplished for Solberg who had a ball behind the wheel.

The rest knew that racing Solberg wasn’t realistic, and therefore didn’t try to. But the battle between Pearson and Bell’s Fabia promised to be an entertaining one given just 1.3s separated them overnight. Bell, who’d set himself a clear target of topping the championship drivers in north Wales, jumped ahead on Alwen though and a Pearson spin on Brenig gave him a break. Then, it was all completely over as Pearson failed to emerge from Penmachno – a broken steering arm bringing a premature end to his season.

Bell didn’t have a fun run through Penmachno either though: “I had a total white-out,” he explained. “I couldn’t see out the windscreen, we had to stop and Max [Freeman, co-driver] was clearing it like mad. I had to open my window vent and I was almost sticking my head

out the window so I could see.”

It cost him over half a minute, but his BRC lead was very much intact – which couldn’t be said of Williams’ Hyundai that arrived in regroup minus both its bumpers and a headlight. Williams was quickest BRC driver on the first three morning stages – despite losing the bumper through a compression – but lost his turbo pipe (yet again) on Penmachno, leaking a further couple of minutes. Unfortunately, it’s a problem that would afflict the Welshman’s i20 for the afternoon loop too, but he gamely hung onto a podium place.

Eamonn Kelly may have finished three minutes down on Solberg but third overall and second in BRC was a fantastic return for his first gravel rally with R5 power – capped off by a stage win on the final Penmachno test. “We’re just scratching the surface with this car,” he grinned. “Full send next year!”

But the biggest celebrations were in the Bell camp as he and co-driver Max Freeman secured their maiden BRC win. “Completed it mate!,” Bell smiled. “I think we had to do that to finish off the year, we’ve been searching for it for a long time. It took longer than we thought it would but I’m very, very glad to say we’ve finished off the year with a BRC win.”

RESULTS

Cambrian Rally When: October 28-29

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Oliver Solberg/Craig Drew	Volkswagen Polo GTI R5	57m36.3s
2	Ruairi Bell/Max Freeman	Skoda Fabia R5	+1m51.8s
3	Eamonn Kelly/Conor Mohan	Volkswagen Polo GTI R5	+3m00.5s
4	Hugh Hunter/Rob Fagg	Ford Fiesta Rally2	+4m31.3s
5	James Williams/Dai Roberts	Hyundai i20 R5	+5m50.1s
6	Johnnie Mulholland/Eoin Treacy	Ford Fiesta Rally4	+11m12.5s

British Rally Championship final points: 1 Osian Pryce 123; 2 Keith Cronin 104; 3 Williams 93; 4 Bell 78; 5 Kelly 54; 6 Pearson 52; 7 Elliot Payne 32; 8 Jason Pritchard 31; 9 Mulholland 23; 10 Kyle White 22



Eamonn Kelly enjoyed maiden four-wheel-drive outing

IN BRIEF



Johnnie Mulholland topped the BRC Junior battlers

Mulholland’s JBRC

In what was a just a three-way battle in Wales between Scotsman Fraser Anderson, Welshman Ioan Lloyd and Irishman Johnnie Mulholland, it was Mulholland who prospered as the only one to survive all

10 stages. On his first BRC start since round one, Anderson led overnight but wouldn’t start a forest stage due to an engine misfire, handing the lead to Lloyd only for his Peugeot to pull up on SS8 Brenig. Mulholland therefore took his first JBRC win,

and second in the championship to boot, on co-driver Eoin Treacy’s birthday weekend.

Big retirement list

Several didn’t make it through the Cambrian’s daunting mixed-surface challenge. As well as Garry Pearson (broken

steering arm), Fraser Anderson (misfire) and Ioan Lloyd (mechanical), National contender William Mains retired on SS5 and Irish Forestry champion Patrick O’Brien retired from a fine third overall when his gearbox expired on the road

section to SS5 Alwen. That same stage was then cancelled after American driver Allen Dobasu crashed his Ford Fiesta Rally2. Both he and co-driver Ross Whittock were taken to hospital for precautionary checks but emerged unharmed.

RALLY REPORTS

Photos: Chicane Media

CAMBRIAN RALLY: BTRDA RALLY SERIES BY SIMON GRONOW **OCTOBER 29**



Hirst was in firm command in Wales



Payne finally found the right tyre choice

HIRST AND DEAR MASTER THE RAIN, FOG AND MUD TO TOP THE BTRDA PACK

After mastering difficult conditions Mathew Hirst and Declan Dear completed a memorable year of rallying in Wales with victory on the BTRDA element of the Cambrian Rally.

Hirst and Dear took their third BTRDA Gold Star win and fifth Welsh Championship rally win of the year in their Fiesta R5 on tough special stages in the North Wales forests. They were embroiled in a close battle with Callum Black and Jack Morton until the latter crew retired following two punctures, as BTRDA Gold Star champions elect, Elliot Payne/Patrick Walsh, secured the runners-up spot in their Fiesta Rally2. First-time pairing of Niall Devine/Peredur Davies had a great run to third in their Fiesta.

Following heavy rain, crews faced four stages, which were repeated after service, and the morning's tests resulted in a ding-dong battle between Hirst and Black. Hirst drew first blood with fastest time through Clocaenog, before setting another fastest time on SS3 in Alwen, giving him a

0.3s lead. However, Black, who had been fastest in Brenig, followed this up with another quickest time through the final stage of the first loop in Penmachno to hold a 0.4s advantage as the crews returned to service.

Both drivers seemed happy enough with their morning, despite Black suffering a puncture, while third-placed Payne said: "A pretty poor morning, we'll see how this afternoon goes."

Devine/Davies got off to a good start, as they were in the top five times on each stage, despite suffering spins on the first and third tests as the driver got used to his Fiesta on its first gravel outing.

The leading class B13 runners were not far behind, and at this point Russ Thompson/Stephen Link held the advantage, the pair just looking for a solid run to clinch the championship class. James Giddings/Aled Davies were just a tenth of a second down in their similar Mitsubishi Lancer E9, the pair adopting a cautious approach on the foggy first test.

The following Rob Wilson/Richard Crozier had gone well, setting fourth fastest time, though their Lancer E7 would suffer gearbox issues during the morning.

Unfortunately, Perry Gardener and Jack Bowen failed to make it back to service, after retiring their Fiesta R5 after SS2 with engine issues.

It was all change following the second run through Clocaenog, where Hirst was fastest, despite feeling that suspension adjustments hadn't proved to be right. Nonetheless, he opened up a 15s lead over Black, whose afternoon would be curtailed following two punctures.

Things could have gone wrong for Hirst in Brenig 2 as his Fiesta hit a tree, thankfully with no damage. He recorded another fastest time, which he followed with the quickest time on Alwen 2, before recording another fastest time on the final stage.

"We had a fairly big push in Alwen," said Hirst, where he was almost seven seconds faster than anybody else. "But we backed off on Penmachno 2, that was the

hardest stage this year," he added as he and Dear secured the win.

It was a better afternoon for Payne. "We got there in the end," he said after a change of tyre choice worked well in the afternoon, as apart from Alwen 2, his times on every stage were within a second or two of the winners, and he ended the day in the runners-up spot.

"I've learnt a lot, it's been a very enjoyable day," said a pleased Devine after taking the final podium position in his new Fiesta, though he admitted: "I've still more to learn, I've made some mistakes," thankfully a last-stage spin not proving to be costly.

Behind the podium finishers, the leading Mitsubishi runners were still closely bunched and, in the end, it was Rob Wilson who took the B13 win. A superb third-fastest time through the final stage helped him to a career-best BTRDA finish of fourth place, despite his day-long gearbox issues.

Second in class, however, was sufficient for Russ Thompson to seal the B13 championship win.

RESULTS

BTRDA Cambrian Rally **When: October 29**

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Mathew Hirst/Declan Dear	Ford Fiesta R5	46m 15.0s
2	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+53.3s
3	Niall Devine/Peredur Davies	Ford Fiesta R5	+2m 39.5s
4	Rob Wilson/Richard Morton Crozier	Mitsubishi Lancer E7	+2m 41.3s
5	Russ Thompson/Stephen Link	Mitsubishi Lancer E9	+2m 50.1s
6	James Giddings/Aled Davies	Mitsubishi Lancer E9	+3m 13.0s
7	Eddie Lewis/Sion Cunliffe	Ford Fiesta R5	+3m 52.5s
8	Roger Duckworth/Mark Broomfield	Ford Fiesta R5	+4m 47.3s
9	John Caine/Andrew Sankey	Subaru Impreza	+5m 05.8s
10	Bob Morgan/Ade Williams	Skoda Fabia R5	+6m 03.9s

Class winners RF1.4: Lewis Hooper/Steven Brown (Nissan Micra); **1400S:** Nigel Jenkins/Karen Jenkins (Vauxhall Nova); **1400C:** Alfie Hammond/Phil Boyle (Nissan Micra); **N3:** Liam Griffiths/Daniel James (Ford Fiesta ST); **R2:** Tony Simpson/Jamie Edwards (Ford Fiesta); **B10:** James Larminie/Rich Birch (BMW Mini); **B11:** Iwan Roberts Jr/Steve Griffith (Ford Escort G3); **B12:** Steven Corey/Ian Jones (Ford Escort Mk2); **B13:** Wilson/Crozier; **B14:** Hirst/Dear. **H1/2:** Seb Perez/Gary McElhinney (Porsche 911 Carrera R5); **H3:** James Lepley/Simon Jones (Ford Escort)

"It's been a pretty good day, we've done what we needed to do with no dramas," was his summary of the event.

For James Giddings, running on worn tyres for the later stages didn't help his cause, as he dropped a little off the pace of his rivals, but still finished in a fine sixth position.

Another driver recording his highest BTRDA finish was Eddie Lewis who, with Sion

Cunliffe alongside, overcame early visibility problems before finishing seventh in his Fiesta R5. They ended the day one place ahead of Roger Duckworth/Mark Broomfield who were contesting their first gravel rally for three years in their new Fiesta R5. "It was slippery and wet, so a steady approach," was Duckworth's plan for the day, though a first-stage puncture cost them some time.

CLASS ROUND-UP



Nigel and Karen Jenkins took the 1400S triumph in their trusty Vauxhall Nova

Once early intercom issues had been resolved, Nigel and Karen Jenkins took another 1400S win in their Vauxhall Nova, finishing ahead of the similar car of Pete Gorst and Mark Twiname.

The latter crew had a steady run in championship-winning mode as they did enough to secure

the BTRDA Bronze Star Category. In third was Lewis Hooper/Steven Brown who completed a clean sweep of RF1.4 wins on the series this year, and Alfie Hammond/Phil Boyle enjoyed the conditions on the way to the 1400C win in another Nissan Micra.

After making a good start, James Lepley and

Simon Jones were able to take it easy over the later stage and won the H3 category in their Ford Escort Mk2, as Michael McDaid/Declan Casey had a better afternoon: they finished second in their similar car.

First of the two-wheel-drive competitors to finish were Iwan Roberts Jr/Steve Griffith who won the 'John Bont'

memorial award, in memory of the driver's late uncle, taking the B11 win in the process.

Irish visitor Steven Corey, with local Ian Jones alongside, had a good run to take the B12 win, while Tony Simpson/Jamie Edwards held on to win the R2 class despite their Ford Fiesta suffering a puncture late on.

RACING REPORTS

Photos: Mick Walker

CADWELL PARK: CSCC BY MARK PAULSON OCTOBER 29



Connor Kay battled through



Tom Mensley took tin-tops win

SPECIAL KAY TAKES SWINGING 60S VICTORY

Connor Kay made light of his lack of Cadwell Park experience – and a 30-second success penalty – to claim Swinging Sixties Group 1 victory. In the process, he denied James Hughes what would have been a maiden win at the end of his first season of racing.

Polesitter Kay was jumped by the Minis of Ralph Budd (qualified by son Charlie) and Chris Watkinson before Budd slipped back and then spun out after a couple of biffs. Further contact eliminated Watkinson and fellow Mini man Matthew Howell, while Lawrence Claridge

– who qualified third for only his third race – parked his Ford Anglia after gearbox trouble.

Out front, Hughes’s Austin-Healey Frogeye Sprite briefly led before Kay’s MG Midget drafted back past, but traffic helped Hughes to the fore once more through Charlies. Kay pitted first and served his 30s winner’s penalty but a slow stop for Hughes, who required a push-start, meant his lead was only 7s upon resuming. Kay closed in and the pair traded fastest laps before Kay pounced in traffic. Kay himself was then baulked through the Mountain and Hughes sniffed

an opportunity. Attacking in the Hall Bends, he spun, letting Kay relax over the last two laps.

Simon Benoy’s Hillman Imp slipped from third to fifth, behind Tim Cairns and Nik Aveyard/Rob Sinclair, as it ran low on fuel. In a shortened Group 2 race amid fading light, Dean Halsey’s Datsun 240Z benefited from Stephen Pickering’s success penalty.

Tom Mensley (Renault Clio Cup 172) prevailed over Adam Brown (Ford Fiesta ST) in Tin Tops. Brown built an advantage in the opening stint but resumed behind after serving his success penalty.

He dented the deficit but was 12s adrift when the race was cut five minutes short after a fiery blow-up for John Ridgeon’s Clio. Steve Papworth (Honda Civic) lost third to a last-lap off, promoting Michael Dwane (Clio 182). Turbo Tin Tops honours fell to John Hammersley/Nigel Tongue, beating the Clios of Tom Oatley and James Joannou despite a previous-winner’s penalty.

Rich Webb successfully chased down Stephen Nuttall in a thrilling finish to the 40-minute Magnificent Sevens race. Webb’s Spire RB7 earlier suffered a spin in Dave Watson’s hands but Webb’s

charge – allied to Nuttall’s struggles on wilting wet tyres – overhauled a 13s deficit; he swept past on the final lap. Nuttall gained revenge in the 20-minute sprint, pulling clear of Watson who later erred on oil. Watson held second ahead of Tim Davis and John Cutmore, who repeated their earlier results.

Father-and-son pairing Martyn and Rob Adams overcame a spirited effort from Shaun Ely’s Peugeot 205 GTi for Future Classics success in their Triumph TR7 V8, with Clinton Ewen (BMW M3 E36) taking Modern Classics honours.

RACE WINNERS

Swinging Sixties
Group 1: Connor Kay (MG Midget); **Group 2:** Dean Halsey (Datsun 240Z)

Tin Tops/Turbo Tin Tops
Tom Mensley (Renault Clio Cup 172)

Magnificent Sevens
Race 1: Dave Watson/Rich Webb (Spire RB7); **Race 2:** Stephen Nuttall (Caterham Supersport)

Modern Classics/Future Classics
Martyn Adams/Rob Adams (Triumph TR7 V8)

Photos: Gary Hawkins

DONINGTON PARK: MSVR BY STEVE HINDLE OCTOBER 29



Colin Tester had a real... test in the series finale



Champkin was a double winner in the Clubmans Sports Prototypes

TESTER TRIUMPHS IN PORSCHE CLUB FINALE

Porsche Club GB brought two grids of 911s, Boxsters and Caymans to Donington Park in order to settle rivalries that have simmered all season long.

In the main Club Championship, Simon Clark (996) and Pete Morris (997) were outpaced by Matt Kyle-Henney’s Cayman S in tricky qualifying conditions, but as the dampness slowly lifted, tyre choices for the afternoon’s racing were to prove pivotal.

Polesitter Kyle-Henney decided on slicks, as did Morris in third place. Clark, however, seeking championship success, opted for

wets. As the red lights went out, Clark looked to have chosen wisely, Kyle-Henney’s rears spinning wildly while Morris had to cajole the powerful 997 away from the line. Clark headed the pack into Redgate while Morris immediately found himself under pressure. Kyle-Henney, on the other hand, was dropping right down the order and was soon out of the top 10.

Overall championship leader Colin Tester wasn’t faring much better. He, too, had struggled off the line and was down to fourth in the Boxster class. Meanwhile, Clark’s lead was extending

comfortably until interrupted by a brief safety car period. He managed the restart well, but the slick runners had used this time to probe traction and, while there was still only one usable line, it was clear that this was soon set to change.

By the midpoint, the grip finally came. Kyle-Henney delivered a fastest lap to commence a stunning fightback, colouring the timing screens purple every time he crossed the line, and he closed in on Morris, who had got past Clark at the chicane. Tester was also making progress, picking off his rivals carefully to move into the

class lead. As the clock counted down, Kyle-Henney was ever quicker, with traffic hampering Morris to bring the two just metres apart. The flag was readied but they passed with two seconds still to go, forcing a last-lap showdown. Try as he might, Kyle-Henney was countered robustly by Morris who claimed his fifth win of the year.

In the second outing, Clark’s fresh slick rubber proved too hard to beat, giving him the consolation of class honours. A controlled drive from Tester not only secured him the Boxster class but the overall title to cap

a sensational debut season with the club.

The Boxster Cup produced some equally thrilling racing. Wayne Gregory won the class in both races but only by 0.03s in race two from Shiraz Khan in a dramatic sprint to the line.

Alex Champkin proved unbeatable in Clubmans Sports Prototypes, but Peter Richings was the worthy the class of the field, bowing out after half a century of competition with a marvellous fifth place (from eighth on the grid) in his final race in the Mallock.

RACE WINNERS

Porsche Club Championship
Race 1: Peter Morris (Porsche 997); **Race 2:** Simon Clark (Porsche 996)

Porsche 911 Challenge and Boxster Cup
Races 1 & 2: Tim Bates (Porsche 911)

Clubmans Sports Prototype Championship
Races 1 & 2: Alex Champkin (Phantom PR21)

TurismoX
Races 1 & 2: Darren Goes (Audi RS3 TCR)

WORLD RALLYCROSS

Photos: Red Bull Content Pool)

WORLD RX CHAMPIONSHIP: BARCELONA, SPAIN BY HAL RIDGE OCTOBER 29-30



Kristoffersson took a win and the title



Timmy Hansen took his first round victory of the 2022 campaign

HANSEN BREAKS HIS 2022 VICTORY DUCK, KRISTOFFERSSON LIFTS THE BIGGEST PRIZE

Johan Kristoffersson wrapping up his fifth World Rallycross Championship crown was almost a foregone conclusion heading into the penultimate event of the 2022 campaign at the Circuit de Barcelona-Catalunya in Spain.

Following a controversial opening round of the double-header on Saturday, he dominated the ninth round on Sunday to stamp his authority on the series and seal his latest title success in style.

Aware that he needed to stay out of trouble and avoid penalties to ensure his crown, Kristoffersson stopped the clock first in the opening SuperPole session of the weekend on Saturday, before driving to the best times in both of the heats to top the Ranking order.

In the Progression session, the Kristoffersson Motorsport Volkswagen driver made a poor start, lost out to 2021 title-rival Timmy Hansen on the exit of the opening turn and was forced to fight back. The series leader regained track position after the joker laps had been taken, but Hansen got a run on Kristoffersson out of the extra-distance route. Carrying extra momentum up the hill, the Peugeot driver tried an outside move around the long Turn 8 left-hander and, rather than losing traction, held on to have the inside line into Turn 9.

It was there were the two World RX title winners came together, Hansen forced into the tyre wall on the inside while Kristoffersson was sent into a spin. The pair finished first and second, with Hansen ahead, but he was handed a controversial three-second penalty post-race to swap the positions.

Kevin Hansen, meanwhile, had finished second in the Ranking classification, ahead of Timmy. While both drivers made it through to the final, it was Kevin who got the second-place grid slot next to pole-starter Kristoffersson.

In the run to Turn 1 of the final, the Hansen pair moved across on Kristoffersson, Kevin Hansen getting rotated around the nose of Kristoffersson's Volkswagen. The pair fired off into the gravel trap on the outside while Niclas Gronholm, Timmy Hansen and Gustav Bergstrom dived through on the inside to take track position.

The elder Hansen brother, Timmy, took his joker early on and pushed hard in a bid to close the gap to race leader Gronholm. When the Finn finally took his extra-route on the final tour, Hansen had done enough to get ahead and drive to his first win of the series' new-look electric era.

The first final had a dramatic start...



Gronholm was second while Bergstrom flew the flag for KMS in third to maintain the squad's 100% podium record in 2022. His illustrious team-mate Kristoffersson had initially finished fourth, but was dropped to fifth by a post-race penalty for his part in pushing Kevin Hansen off the circuit at the opening corner, Kristoffersson getting penalised for remaining on 100% throttle.

Needing only to participate to be sure of his fifth World crown on Sunday, Kristoffersson threw caution to the wind. Almost an entire second faster than nearest rival Timmy Hansen in SuperPole, Kristoffersson dominated

the day, the only blot on his copybook on the road to starting on pole position for the final was in heat two, was when he joked early in his race and lost a marginal amount of time behind yet-to-joker team-mate Ole Christian Veiby.

That proved incidental however as the Swede still drove to the best overall time. Having secured pole for the final, and clearly increasingly comfortable in the refined set-up of KMS's RX1e machine, Kristoffersson delivered the kind of dominant performance reserved for the very greatest in their field and pulled his winning margin over Timmy Hansen to over five seconds come the end of the race.

Hansen had a strong run to second to deliver a solid weekend on the back of a tough set of previous rounds while Veiby returned to the podium following a disaster for the Norwegian on Saturday, when his car's entire battery package had to be changed forcing him to miss both heats.

CE Dealer Team stable-mates Klara

Andersson and Niclas Gronholm completed the list of final finishers, Andersson improved throughout the weekend in her first visit to the Catalan venue while Gronholm had been passed by Andersson in the pair's semi-final when he picked up a power steering issue, which then reared its head again in the final and it dropped him to fifth.

Kevin Hansen had a difficult second day, summarised by starting on the outside of the grid in the semi-finals, getting pitched into a half-spin in the opening corner and although saving the moment, finishing outside of the final qualifying places.

The net outcome, aside from Kristoffersson's crown and the KMS team lifting the teams' title, was that Timmy Hansen also moved clear of the fierce battle for runner-up position in the championship, but Gronholm, Veiby and Kevin Hansen remain locked in a close fight for third overall ahead of the final round at the Nurburgring next week.

RESULTS

World Rallycross Championship Round 8

P	DRIVER	CAR	TIME
1	Timmy Hansen	Peugeot 208	4m10.163s
2	Niclas Gronholm	PWR	+0.516s
3	Gustav Bergstrom	Volkswagen	+3.885s
4	Kevin Hansen	Peugeot 208	+7.880s
5	Johan Kristoffersson	Volkswagen	+7.924s

World Rallycross Championship Round 9

P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen	3m55.209s
2	Timmy Hansen	Peugeot 208	+5.112s
3	Ole Christian Veiby	Volkswagen	+6.325s
4	Klara Andersson	PWR	+7.562s
5	Niclas Gronholm	PWR	-2 laps

Classes:
RX2e: Isak Sjoqvist (RX2e)

Teenager Vranckx takes the RX2e title as Sjoqvist stars with maiden win

Much like Johan Kristoffersson, for RX2e series leader Viktor Vranckx it was merely a formality that he needed to complete the final weekend for the all-electric support class to World RX to be sure of the title.

However, the Belgian 16-year-old also entered the Catalan weekend with eyes on

returning to the stop step of the podium, having won the opening two rounds of the campaign. Those hopes got dashed in the very first heat of the single-header weekend, as an optimistic move on the run to Turn 2 ended up with his single-make machine impacting

a tyre barrier on the inside.

His weekend improved thereafter while, at the front of the order, Swede Isak Sjoqvist topped the Ranking stage. As has so often been the case in 2022, things didn't go Sjoqvist's way in the opening corners of his semi-final, and he dropped

to fourth following contact. A dramatic race included double 2022 winner and British Rallycross Championship leader Patrick O'Donovan, who was also pushed into the wall on Turn 1.

He won the race on track before he was penalised post-race for a final-

corner incident with Pepe Arque.

Sjoqvist did make the main event. Starting from pole thanks to his Ranking position, he controlled the race from the front to secure a maiden win while new champion Vranckx was second and Nils Andersson completed the podium.

COLUMNIST

NIKOLAS TAYLOR



The 17-year-old British-Malaysian inaugural GB4 champion reflects on his season

Photos: Jakob Ebrey



Taylor is first GB4 champion



To the victor, the spoils: champ Taylor cashes in

When I crossed the line at Donington Park recently to win the first-ever GB4 championship the feeling was just a relief. The whole in-lap I was just breathing slowly and feeling relief that it was over. But I was quite sad that it was over as well because I have a whole winter break now.

I came into this inaugural GB4 championship with hardly any racing experience, instead my background was mainly in sim sessions. My racing started with rental karting in Malaysia with my dad and my brother, and then I started doing some small competitions in rental karts and I saw I was quite quick. We didn't think it was serious but we joined the Young Racing Driver Academy (YRDA) in the UK and we were quite quick on the sim there too.

It was just normal Formula 4 sim testing with YRDA and academy director Steve Hutchinson. We did a few years and then I was old enough to do F4 testing for real so we had a test with the Fortec team, and again we were quite quick.

We were going to look in to doing F4 for this season because it was the only option at the time, but then we saw that GB4 was going to start up and we saw that was a lot cheaper than FIA F4, and we couldn't afford F4 so GB4 was our only choice. And again we went with the Fortec team.

We did a first GB4 test at Silverstone and again we were quite quick, and throughout the test days we got quicker and quicker. And then we won the first GB4 race at Snetterton;

after that we knew we were going to be fighting for the championship.

Before my Snetterton debut I felt the same as I feel before every race, just really nervous until you get in that car and then you do that formation lap, and then after the race start you just get in the zone. But after that first race it was just keeping my head down and not getting too much pressure on myself.

After my Snetterton win I had a couple of setbacks because I'm inexperienced. It told in race starts and new tyres, and a lot of racecraft and decision making, such as when to push and when to not push. But hopefully that inexperience has all gone now.

And I was still confident I'd win the championship. With the pace we showed all year – I won nine races – we should have wrapped it up earlier, but again I think that's just experience. It's now given me the information that you need over the season: you don't have to push all the way, at 110%,



Fortec team is "like a second family" to Taylor

or else something will go wrong. I showed at the last race that I didn't push 110%, or 100%, and we wrapped the championship up.

I've improved massively this year. I think the finale meeting at Donington or the penultimate round at Brands Hatch, even though I didn't finish race one there, was my best weekend, and even the round before that at Silverstone was strong.

The improvement just came with experience; I learnt from the team as well. You can see from my title rival this year Max Marzorati, he finished every race so it just shows that experience was lacking. Every time you're in the car you improve bit by bit but you don't really notice it, it's just more time in the car and getting more comfortable with it.

GB4 as a championship has been really good too. It's been really fair, the way they've done scrutineering and stuff. And the car, you don't know where the limit is and then once you find it, if you're really confident with the car you can really push. The championship has also been really good because it's really good for budget compared to all F4 championships in Europe and here.

I think everyone's ambition is to get to Formula 1, so that's mine as well. Hopefully I'll be in GB3 next year still with the Fortec team, though if it's not meant to be it's not meant to be.

Fortec is really professional, it's like my second family. Throughout the year a proper chemistry's been there, I think that's how we got quicker as well. The car's been amazing as well, all year. Fortec has coped with me for the whole year, and we had some setbacks but hopefully I'll be with the team next year as well.

"Every time you're in the car you improve, but you don't really notice"

WHAT'S ON

YOUTUBE REVIEW

In this week's Motorsport News our readers' Q&A guest is a very special one: prolific designer Tony Southgate. Among his many achievements, he can even claim motorsport's feted Triple Crown, as cars from his drawing board have won the Indianapolis 500, the Monaco Grand Prix and the Le Mans 24 Hours. And YouTube has a

surprisingly detailed insight into the first of those triumphs, 1968's Indy 500, via IndyCar's YouTube channel. It has a remarkably advanced for the time 41-minute in-colour highlight wrap of the race, that captures much of the track action plus has live pitlane interviews and even onboard shots... It's a dramatic and

attritional race wherein Southgate's Eagle – including the Offenhauser-powered one in Bobby Unser's hands – takes on the wedge-like Lotuses in a piston v turbine battle. And there is more than one twist in this particular tail. You can watch it at: [youtube.com/watch?v=K7g8MnqXvrY](https://www.youtube.com/watch?v=K7g8MnqXvrY). **Graham Keillor**



Indy ace Bobby Unser

TV GUIDE

Tomorrow on BT Sport you can watch the best of last weekend's World Rallycross Championship Catalunya event, at 1645hrs-1745hrs on BT Sport 2 and again on Saturday at 0500hrs-0600hrs. You can also supplement your rallycross intake early tomorrow with last weekend's Nitro Rallycross action from Los Angeles, on Freesports at 0500hrs-0600hrs. Also tomorrow there is Hollywood's treatment of Carroll



Rallycross is in focus this week on BT Sport

Shelby and Ken Miles in Le Mans '66, on Film4 at 2100hrs-0005hrs. While on Sunday you can travel even further back in time with a motorsport-themed Top Gear episode on Dave at

1800hrs-1900hrs. To mark 100 years of the BBC they take part in a 1920s-style car trial, then Chris Harris gets to grips with M-Sport's World Rally Championship challenger.

You can also look to the future, as BT Sport shows the junior single-seater contest Formula Regional Europe's recent Mugello season finale today at 1230hrs-1300hrs on BT Sport 2.

LIVE TV

NASCAR PHOENIX Trucks race: Saturday, 0100hrs-0430hrs, Premier Sports 2 **Cup race:** Sunday, 1930hrs-0000hrs, Premier Sports 2

F1 ESPORTS SERIES Mexico round: Thursday, 1930hrs-2100hrs, Sky Sports F1 **USA round:** Friday, 1930hrs-2100hrs, Sky Sports F1

WHAT'S ON

RALLYING SATURDAY ■ **Neil Howard Stages (Oulton Park)** Bolton-le-Moors Car Club (spectators admitted) [blmcc.co.uk](https://www.blmcc.co.uk)

■ **Kingdom Stages (Crail)** Glenrothes Motor Sport Club (spectators admitted) [glenrothes-msc.com](https://www.glenrothes-msc.com)

■ **Rallye Prescott** Bugatti Owners Club (spectators admitted) [prescotthillclimb.co.uk](https://www.prescotthillclimb.co.uk)

SUNDAY ■ **Malton Forest Rally** Malton Motor Club (spectators admitted) [maltonmc.co.uk](https://www.maltonmc.co.uk)

RACING SATURDAY-SUNDAY Silverstone National, Northants **Walter Hayes Trophy:** FF1600, HSCC Allcomers, Sports/Saloon, Monoposto **Starts Saturday**, racing from 1123hrs (qualifying from 0900hrs) **Sunday**, racing from 0900hrs **Admission** £16 **Web** [silverstone.co.uk](https://www.silverstone.co.uk) **Tickets** online only

■ **Brands Hatch** Indy, Kent

Truck meeting: Trucks, Legends, Minis, Mini Challenge, Pickups **Starts** Saturday, racing from 1050hrs (qualifying from 0900hrs) **Sunday**, racing from 1020hrs (qualifying from 1000hrs) **Admission** adult £25, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0344 225 4422

SPORTING SCENE SATURDAY-SUNDAY ■ **Lydden Hill, Kent** 5 Nations British Rallycross Championship **Starts:** 0900hrs (Saturday), 1030hrs (Sunday) **Admission:** Saturday £25, Saturday (evening only for fireworks) £15, Sunday £25, children under 14 go free **Web:** [lyddenhill.co.uk](https://www.lyddenhill.co.uk)

SUNDAY ■ **Hednesford Hills, Cannock** National Hot Rods, BriSCA F1 **Starts:** 1330hrs **Admission:** adults £22, concessions £19, children 5-14 £8, stadium parking £10 **Web:** [spedeworth.co.uk](https://www.spedeworth.co.uk)

Details correct at time of going to press, please check with organisers

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Peter Atkins got up close and personal at Mallory Park recently



Bob Sketchley was at Silverstone



Dan Lowson's GB4 action photo



Richard Salisbury's Escort shot



GT battlers at Snett, by Sam Nudd

Photographs must be of a good quality and please send no more than three images

NEXT EDITION

OUT THURSDAY, NOVEMBER 10

THE WALTER HAYES TROPHY

All the action from the Silverstone shootout



BTCC Support races reviewed
Running the rule over the season-long battles

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Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

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Marketforce UK Limited,
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Distribution in Northern Ireland and the Republic of Ireland
Newsprint
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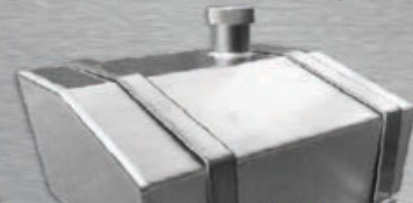
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